CYCLE NEWS®

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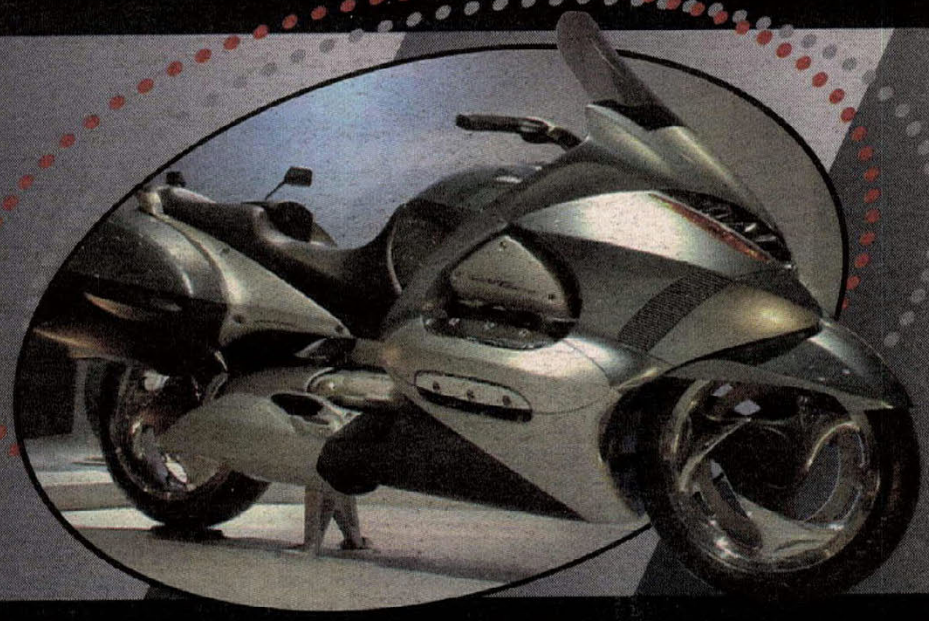
Tokyo Motor Show
Honda X-Wings it!



Harley's new King

TIME DATED MATERIAL MAILED NOVEMBER 2, 1999

TIME DATED WEEKLY NEWS

GP FINALE
Roberts Jr. outduels Biaggi

Michael Lafferty (KTM) won the 15th and final round of the AMA Acerbis National Enduro Series, held in Delaware City, Delaware, on October 31. Lafferty topped **Joel Dengler** (Suz) and **Richard Lafferty** (KTM) in the Delaware Enduro Riders-hosted event. Michael Lafferty ended up second in the series standings, 10 points behind **Ty Davis**, who had wrapped up the championship prior to the last round and elected not to race.

Motorplay? You bet. The FIM has launched a lottery game based on the results of the World Championship Road Racing, World Superbike, World Motocross and World Supercross Series, offering the opportunity to make bets online - up to one hour before the start of the race. The game began on an experimental basis with this past weekend's Argentinean Grand Prix. For more information, visit www.motorplay.com.

It now appears certain that 16-year-old **Roger Lee Hayden** will be the second rider on the Chaparral Suzuki team for the 2000 racing season. The youngest of the three racing Hayden brothers, Roger Lee will join Australian Damon Buckmaster in the AMA 600 and 750cc Supersport Series, riding the team's Suzuki GSXRs.

For the first time in recent memory, the FIM has scheduled a major road race on the same day as the **Daytona 200**. This year's 200 will be held on March 12 - the same day as the opening round of the **World Superbike Championship**, scheduled for Valencia, Spain. The FIM has also caused a conflict in Australia with the World Superbike race at Phillip Island scheduled for April 23 - the same weekend as the annual Bathurst TT.

"I'm really excited to see an enthusiasm you can actually breathe in this company," said **Stefan Everts** during his visit to the Varese, Italy factory of Husqvarna, the company with which he recently signed a three-year contract. "Everyone from top-level executives down is involved in this great project, and this gives me a lot of motivation for the future. It's a brand-new challenge for me. The 500 and the four-stroke are the future of motocross racing - I couldn't pass it up." The four-time World Champion will race a TC610 in the 500cc World Championship in 2000.

Husky's AMA team has been finalized with New Yorker **Paul Carpenter** slated to ride a Husky CR125 alongside three-time World Champion **Alessio Chiodi** in the AMA Supercross and AMA 125cc National Motocross Championships in 2000.

Rick Yacoucci rode his "mildly modified" Suzuki Hayabusa to the Production-class motorcycle record at the Bonneville Salt Flats recently. Yacoucci had a two-pass average of 210.7 mph - after recording runs of 204.103 and 199.313 mph.

A draft of a **national blueprint for motorcycle safety** that discusses issues ranging from riders' attitudes to the construction of roads is now available for public comment, according to the AMA. Called the National Agenda for Motorcycle Safety, this 100-plus page document was put together under the leadership of the Motorcycle Safety Foundation (MSF) and the National Highway Traffic Safety Administration (NHTSA) to guide safety initiatives now and in the future. The document will be fine-tuned at a conference sponsored by the MSF and NHTSA November 12-13 at the Hyatt Regency Phoenix hotel in Arizona.

The Auto Channel will provide live TV-on-the-Net coverage of the Cycle World International Motorcycle Show from the Long Beach Convention Center in Long Beach, California, November 26-28. The site can be found at: www.theautochannel.com.

Honda motorcycle, ATV and scooter purchasers now have a new financing option - a private-label credit card. Through **Transamerica Distribution Finance** (TDF), Honda will begin offering a revolving credit-card program to its over 1500 dealers in the United States.

Over $21,000 was raised to support the search for the cause and cure of pediatric brain tumors by the **Honda Ride for Kids** on October 2 in North Carolina, South Carolina and Georgia. Buster Moldenhauer was the top fund raiser at $5603. Another $93,000 was raised for the same cause at the October 10 Ride for Kids in Arizona, where Mark and Janet Tkach were the top fund raisers, at $20,000. The top club was GWRRA Arizona Chapter D with a whopping $34,393. The program has now raised over $1.6 million this year.

Dream job: If you're a trucker who's into moto, fire your resume off to **Pro Circuit**. The team is looking for a truck driver to take its team semi to the AMA Supercross and National MX rounds. The driver must have at least two years experience driving coast to coast and possess a CDL license. The driver will maintain the tractor and trailer. Mail or fax resumes to Pro Circuit Products, c/o Jim Perry, 2771 Wardlow Rd., Corona, CA 92882, 909/738-8065 (fax).

The standardization of motorcycles worldwide is one of the major concerns of motorcyclists who attended the **FIM International Public Policy Conference** in Mulhouse, France, October 15-17, according to the AMA. Roughly 1000 riders from 14 countries, including the United States, attended the conference and global harmonization, which involves uniform standards for products built worldwide, including motorcycles.

With the support of Moto Liberty, **Race Against Cancer** is providing the opportunity to win a Honda RS125 road race bike. All proceeds will go toward granting Christmas wishes to children who suffer with cancer or spinal cord injuries. The Children's Miracle Network and the Christopher Reeve Foundation will select individual families that will benefit from this fundraiser. The drawing will be held at Salinas Valley Memorial Hospital on December 20, 1999. Every $50 tax-deductible donation received will get one ticket in the drawing, and only 300 tickets will be issued. Send all donations to Race Against Cancer, Inc., P.O. Box 124, Pebble Beach, CA 93953, or call 831/320-6683.

Valvoline EMGO Suzuki officially released road racer **Josh Hayes** from his contract as of October 25, 1999, and his contract with American Honda and Erion Racing will begin on November 1, 1999, according to his management.

Ducati Performance's **Ben Bostrom** will head to Italy shortly to compete in a series of events with road racing stars like World Superbike Champion Carl Fogarty and 250cc World Champion Valentino Rossi. The stars of the sport will be racing Supermotard motorcycles, go-karts, rally cars and formula cars in Italy. Bostrom will stay in there to take part in a Ducati test in Imola, Italy.

The **1999 World Champions' Awards Banquet** will be held in Monaco on December 4 in the Hotel de Paris in Monte Carlo. The event is open to guests and spectators. For ticket information, call 44/181-874-5541.

Team owner redemption day dept: Chaparral Motorsports team owner **Dave Damron** beat **Jeremy McGrath** in their Speed Truck Challenge race, held at Irwindale Speedway in Irwindale, California, on October 23. Damron was running ninth in the race until spinning out on the final lap, but he still managed to finish 14th, with McGrath ending up 20th. McGrath, however, had transmission problems early in the day which cost him two practice sessions. Damron qualified 11th with McGrath qualifying 22nd.

As of October 19, **Speedway International Racing Bistro & Bar** of Newport Beach, California, has closed its doors. This change means that FS Productions is looking to introduce the popular **Showcase Bike Nights** to other locales in Southern California. The event will still be held at most AMA Superbike events, as well as the popular World Superbike night in Monterey, California. Look for upcoming events at the Showcase Bike Night web site: www.showcasebikenight.com.

Following a decision by the leading motorcycle distributors, Superbikes will not be part of the 2000 Australian Shell V8 Supercar Championship support program, according to *Cycle News* contributor Darryl Flack. After threatening to pull out of the 1999 series, the distributor-backed teams are now determined to go through with their plan to be part of a bikes-only **Australian Road Racing Championship** to run over seven or eight rounds next year. In a statement issued by the Federal Chamber of Automotive Industries, the body representing the leading Australian motorcycle importers, the strategy is for the 1000cc Production Superbike class (with which superbikes ran alongside in 1999) to take over as the premier class in 2001.

The **Ducati Dealer Superbike team** in Australia has reportedly been disbanded, according to Flack. "We're still considering our level of commitment for next year, so I cannot comment," said Ducati Australia chief Warren Lee. "We need to access how this whole thing plays out and see how the dates and TV comes together before we make any sort of decision." Established in 1990, the Ducati team won its first Australian Superbike Championship in September with Steve Martin.

Motocrosser **Joe Lodermeier**, 47, was killed when his motorcycle crashed head on with another rider while he was trail riding in the Forest Hill Recreation area in Northern California. In memoriam, round one of the CMA/O'Neal Northern California Championship Series, scheduled for the Prairie City SVRA, will be dedicated to Lodermeier and his family. Cards and letters may be sent to the Lodermeier family at 6030 Van Alstine Ave., Carmichael, CA 95608.

Edison Dye, the man responsible for bringing motocross to America, will be honored at the World Vet Motocross Championship at Glen Helen Raceway in San Bernardino, California, on Sunday, November 7, according to race promoter Tom White of White Brothers. The "Edison Dye Lifetime Achievement Award" will be pay tribute to Dye this year and in following years the award will be presented to the person that White Brothers and Glen Helen feel has contributed the most to the sport of motocross.

The **Vans Triple Crown of Freestyle Motocross** gets under way November 5-6 at the Sports Arena in San Diego, California. The three-city series schedule is as follows: November 5-6 - San Diego,

Y2K, down & dirty

The AMA has released the tentative schedule for the 2000 AMA Grand National Dirt Track Series. Thus far, newly crowned champion Chris Carr and company will be visiting four miles, 10 half miles, one TT and two short tracks, with a handful of dates still open. According to the AMA, three venues remain unnamed, but will be announced in the near future. The current version of the schedule is as follows:

March 11	Daytona Beach, Florida	Short Track
May 20	Harrington, Delaware	Half Mile
May 28	Springfield, Illinois	Mile
June 10	Topeka, Kansas	Short Track
June 17	Mineral Wells, West Virginia	Half Mile
June 24	Lima, Ohio	Half Mile
July 1		TBA
July 8	Joliet, Illinois	Half Mile
July 15	Oklahoma City, Oklahoma	Half Mile
July 29	Rossburg, Ohio	Half Mile
August 5	Lake Odessa, Michigan	Half Mile
August 9	Rapid City, South Dakota	Half Mile
August 13	Peoria, Illinois	TT
August 19	Hagerstown, Maryland	Half Mile
August 26	Sedalia, Missouri	Half Mile
September 3	Springfield, Illinois	Mile
September 16	Sacramento, California	Mile
September 30		TBA
Ocotber 7		TBA
October 15	Del Mar, California	Mile

California; November 12-13 - Anaheim, California; November 19-10 - San Francisco, California.

Former World Superbike, Grand Prix, and World Endurance racer **Stephane Mertens** is looking to secure a ride in the AMA Road Racing Championships for 2000. The 40-year-old Belgian would like to participate in Superbike or Formula Xtreme and says he is still "fast and motivated." Mertens can be reached at 32/676-49113 (fax/phone).

According to the **AMA**, its membership has now reached **240,000**.

GFI has added the **Harvey Mushman Industry Race** to its Elsinore Grand Prix schedule, November 13-14. The industry/celebrity race will benefit the Boy's Republic home in Chino, California, where Steve McQueen (a.k.a. Harvey Mushman) was raised. The race will feature teams of four riders with riders sharing a bike and switching off each lap. For more information, call 909/341-8002.

Thousand Oaks Yamaha/Kawasaki has announced its racing team for 2000. The Yamaha team will consist of Mike and Jeff Alessi, Michael Blose, Bobby Bonds, Joshua Hansen, Johnny Marley, Jonathan Shimp and Scott Simon. The Kawasaki portion of the team will consist of Sean Collier, Ross Garcia, Josh Grant, Andrew Short and Justin Smith. Mercedes Gonzales will also return to motocross to race in selected events.

DM Sports will host a women's Open Pro and Amateur motocross at Glen Helen Raceway in San Bernardino, California, December 17-19, during the Chaparral Pro-Am. The event will feature a $1000 women's Pro purse. For more information, call 949/837-2206.

The **Women's School of Motocross** will host a benefit school, December 13-14 at Glen Helen Raceway with all proceeds from the school being donated to Scott O. Husky, who is battling cancer. The school is open to women, youth and men. For more information, call 949/837-2206.

Motul U.S.A. is currently accepting resumes for the 2000 racing season. Resumes can be sent to Motul U.S.A., attn: Kristen Jackson, 790 C Indigo Court, Pomona, CA 91767.

Kawasaki/Suzuki Powersports of Vallejo is currently accepting resumes for the 2000 road and off-road racing seasons. Resumes can be sent to Kawasaki/Suzuki Powersports, 33 Tennessee St., Vallejo, CA 94590.

SBS Brake Systems is currently accepting resumes for the 2000 racing season. Resumes can be sent to Rob Silva, 2040 Gillespie Way, El Cajon, CA 92020.

Big Gun Exhaust Systems is currently accepting resumes for the 2000 racing season. Resumes can be sent to Big Gun, 8628 Utica Ave., Suite 500, Rancho Cucamonga, CA 91730.

Team APE Road Racing is currently accepting resumes for the 2000 racing season. Resumes can be sent to Team Ape, Box 6998, Burbank, CA 91510.

We had heard some pretty crazy Internet-spread rumors involving **FMF and its race team** over the past few weeks, so we put in a call to Danny LaPorte and asked him to set us straight. LaPorte assured us that although "we are working on a few personnel changes in an effort to better the team," the FMF/Honda 125cc squad is still a go for 2000. One of the personnel changes involves former 125cc World Champion Bobby Moore, whose contract was not renewed. ("Bobby did an excellent job with the team, and he was not fired," stressed LaPorte.) The team's riders for 2000 are Michael Brandes, Casey Lytle, Brock Sellards and Danny Smith. One rumor that LaPorte would not dispel was the possibility that FMF is in discussions with a major outside-industry company regarding potential involvement with the team by midseason 2000.

MSR has signed on to sponsor the **Plano Honda** support team, which will contest the 2000 AMA Supercross and National Motocross Series. The team consists of Jiri Dostal and Paul Currie (125cc Eastern Regional SX and 125cc MX), Ivan Tedesco and Travis Elliott (125cc Western Regional SX and 125cc MX), and Grayson Goodman (250cc SX and MX), with Wyatt Seals serving as the team's chief tuner.

Riders entered in Division classes at the West Coast Youth National on November 13 and 14 at ZLT Perris Raceway in Perris, California, will have a chance to **win one of 12 Honda Z50s**. Each of the 10 Division-class winners will be given a Z50. Also, each of the 10 second-place finishers will be included in a drawing for a Z50, and another Z50 drawing will be held for the 10 third-place finishers. In addition, Thousand Oaks Yamaha has donated two Yamaha PW80s that will be raffled off at the event. For more information, call Hemme Motorsports at 661/942-6040.

Ted Heilbron, road representative for L.A. Sleeve and Niks Pro-X, is traveling the southeastern United States on a promotional tour, and offers his services to all race tracks in Virginia, North Carolina, South Carolina, Georgia, Tennessee, Alabama and Florida. Interested promoters should call 562/693-2746 or 562/945-7578.

The AMA has named **Nicky Hayden** as the 1999 Ricky Graham Dirt Track Rookie of the Year. Over the course of this season, Hayden won the Hagerstown, Maryland, half-mile, and took three runner-up finishes. By season's end he was ranked ninth in the points - remarkable, considering he entered just 12 of 19 rounds. Hayden spent a lot of this season racing on the pavement, contesting this season's 600cc SuperSport Series (winning the title) and Formula Xtreme Series (finishing second in the points), and did some Superbiking late in the season (notching a third-place finish at the final round in Pikes Peak, Colorado). "It was a pretty good year," said Hayden, who is backed by Tom Cummings Racing and the Michigan Harley-Davidson Dealers' Association. "The win at Hagerstown was special. It's been a major goal of mine to win a Grand National race." When informed that the award was recently named after three-time Grand National Champion Ricky Graham, Hayden replied, "When I was a kid I met Ricky several times at the local nationals. He was smooth on the miles, and had a really cool riding style."

MOVED: Shoei Safety Helmet Corp., to 371 Elizabeth Lane, Ste. 100, Corona, CA 92880. The telephone and fax numbers are, respectively, 909/520-0500 and 909/520-0600.

CORRECTION: The advertisement that the Prospectors M.C. ran on page 48 of *Cycle News* issue #42 (October 27 cover date) for its California Grand Prix contained two errors: All Super Seniors and all women race at 11:45 a.m. on Saturday, November 6. For more information, call 310/322-3612.

OPENED: goshift.com's home page on the World Wide Web. The site can be found at the following address: www.goshift.com.

ADDED: The Aprilia line of motorcycles, to Beaudry Motorsports on Interstate 90 between Coeur d'Alene, Idaho, and Spokane, Washington. Beaudry already carries BMW, Cagiva, Cannondale, Ducati, Excelsior-Henderson, Husaberg, Husqvarna, KTM, Moto Guzzi, MV Agusta and Suzuki. For more information, call 800/735-2407.

ELECTED: Dane Henrick Norgaard and Portugal's Jorge Viegas were elected to the two vacant posts of FIM vice presidents for a one-year period at the 1999 FIM Biennial Session held in Annecy, France, October 21. In addition, England's Geoff Wilson was appointed president of the Commission for Leisure Motorcycling (CML).

BORN: Robert Richard Bettencourt, to David Bettencourt and his wife, Pat, in West Bridgewater, Massachusetts, on October 12. David is the son of the late Dick Bettencourt, and his brother was the late superbike racer John Bettencourt. The Bettencourts own and operate Bettencourt's Honda in West Bridgewater.

BORN: Clayton James Gray, to off-road racer Jim Gray and his wife, Crystal, in Gunnison, Colorado, on October 15.

CORRECTION: The names of the championship-winning teams from the WERA National Endurance Championship coverage from Road Atlanta were transposed. The story should read, "Semoff Brothers Racing won the WERA National Championship... with the win at the final event, the Lafayette, California-based team, Arclight Suzuki, earned second."

OPENED: BMW Motorcycles' home page on the World Wide Web. The site can be found at the following address: www.bmwusacycles.com.

HIRED: Brad Bannister, by Yamaha Motor Corp. USA to serve as its motorsports group public-relations manager, effectively immediately. Bannister formerly served in a similar role at Excelsior Henderson.

MOVED: Shoei Safety Helmet Corporation, to 371 Elizabeth Lane, Suite 100, Corona, CA 92880, 909/520-0500, 909/520-0600 (fax), effective November 1.

CORRECTION: Our news item on Mike LaRocco signing with Amsoil had some inaccurate information regarding snowmobile racing. Schuering Speed Sports/Amsoil is one of the top independent Snocross teams, and the circuit they race on is the WSA Snocross WorldWide Championship.

MOVED: La Forza Sports, to P.O. Box 8882, Calabasas, CA 91372, 818/591-8896, 818/591-8897 (fax).

MOVED: A-Ride Suspension, to 5130 Walnut Ave., Downers Grove, IL 60515, 630/493-9216.

OPENED: World Motorcycles' home page on the World Wide Web. The site can be found at the following address: www.worldmotorcycles.com.

AUTOGRAPH SIGNING: At Central Yamaha Superstore in Plano, Texas, on Saturday, November 20. Former National Champion Doug Henry is scheduled to appear. For more information, call 972/423-2204. CN

Number PLATE

0
Number of races won by newly crowned 125cc Road Race World Champion Emilio Alzamora this season.

9
Number of races won by newly crowned 250cc Road Race World Champion Valentino Rossi this season.

331,847
Number of motorcycles sold in the United States between January and September of last year.

406,400
Number of motorcycles sold in the United States between January and September of this year.

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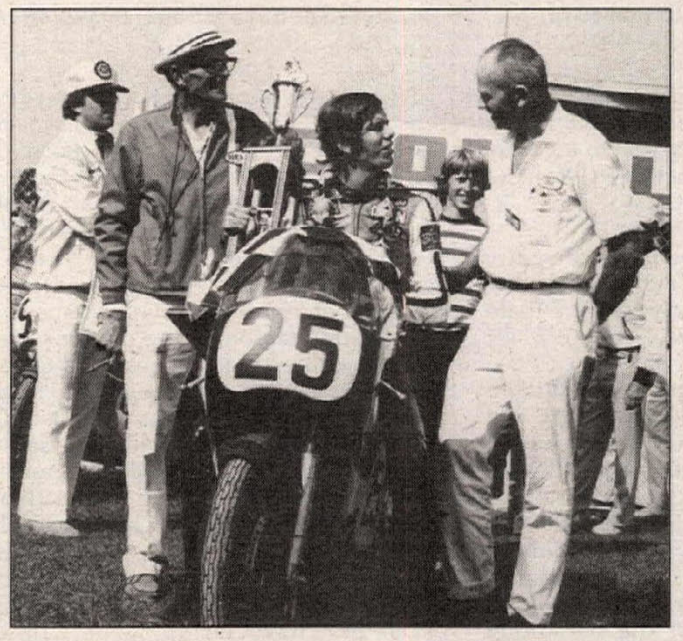
Voices

LETTERS TO THE EDITOR



Don Emde celebrates after winning the Daytona 200 with his father Floyd (left) and sponsor Mel Dinesen (right). Also visible behind the trio is Don's younger brother, David, another Emde who would have success as a road racer.

Hall of Fame - explained

I see from time to time comments from readers about certain people "overlooked" by the Motorcycle Hall of Fame. I wanted to comment on the letter by Rick Newlee (Issue #43, November 3) in hopes that I will clear up some misconceptions about how these things happen.

The biggest thing that I want people to understand is that the method used by the American Motorcycle Heritage Foundation (not the AMA board) to make Hall of Fame selections is not that the people inducted each year are all that we could think of. On the contrary, there is a process that starts with committees reviewing a list of over 400 potential candidates and, after a couple of ballots, works down to a preset number who actually get elected. I don't think there is a Hall of Fame in any sport that operates much differently from that.

When we created the Hall of Fame a couple of years ago, we studied what the other motorcycle-related Halls of Fame in the U.S. were doing. The biggest thing that stood out was that we felt that the number of inductees with the others was too small. For the very reasons people write in, we knew we couldn't cover enough ground fast enough to honor all the deserving motorcyclists if we followed that path.

The Motorsport Hall of Fame in Novi, Michigan, for example, only picks one motorcyclist each year. The National Motorcycle Hall of Fame in Sturgis usually elects less than five, and the inductees into the Dirt Track Hall of Fame at Springfield, Illinois, has been less than 25 each year. The Motorcycle Hall of Fame is, after two years, already up to close to 200, and there will be another 36 or so elected this year.

Even with 200, are there some deserving people who were not included? Absolutely (including John Hately, Mike Bast and Bernie Schreiber). Many are longtime friends of mine, and it pains me that they are not in yet. But we do have the process where people get on the ballot after review by some very knowledgeable motorcycle people. We then have a final election ballot in which our committee people and all the living Hall of Famers themselves that we are in contact with get the final vote. As you can see, it's not without a lot of study and input.

I will make it a point that our committee members see Mr. Newlee's letter, and I also encourage anyone with other names to be considered to contact me personally. My e-mail address is pwrsport@aol.com, or drop me a note at P.O. Box 6118, Laguna Niguel, CA 92677.

I should add that we are looking for knowledgeable people to participate in our nominations committees. We have six: dirt track, road race, motocross/supercross, off-road (ISDE, enduro, desert, etc.), speed (Bonneville, drag racing), specialties/other (which includes a lot of nonracing areas). Interested individuals can contact me at the same addresses. We don't have a need for new committee members in each area every year, but we'd love to hear from you and know that you would be willing to serve when an opening presents itself in your area of expertise. Thanks for your concern and comments on this very important subject.

Don Emde
Laguna Niguel, CA

Emde, a former Daytona 200 winner, is the chairman of the board of trustees for the American Motorcycle Heritage Foundation... Editor

SuperTrapper

Okay, Mr. Glenn Goodman's letter (Issue #42, October 27) has finally prompted me to write. First off: Was he reading Bubba Shobert's championship years off of your ad for the water-color prints on page 47 (Bubba Shobert 1976, 1977, and 1978 Grand National Champion)? My AMA media guide says Bubba was champion in 1986 and 1987. It seems to me that the Hondas were hitting their stride in the mid- to late '80s.

Now, about those SuperTrackers. Congratulations to Joe Kopp and all the racers who built and raced SuperTrackers this season - without you there wouldn't have been any races. I had the opportunity to attend several of the races and was never disappointed. They look like dirt trackers, they sound like dirt trackers... well, guess what? They are dirt trackers. This time last year, there wasn't any SuperTracker Series - it was only a dream called "Project 2000."

Some people realized that the only way to develop the bikes any further was to race them. SuperTrapp helped get the ball rolling by offering to sponsor the series, and with the help of the promoters (thank you, too), we were off to the races. The Suzukis dominated this year because they were the most developed. Gary Stolzenburg, Dennis Town and Steve Morehead put together a kit package that made the Suzuki competitive right off the bat. It became apparent right away at the first SuperTrackers race at Hagerstown that the Harleys were outpowered. Mike Hacker rode the wheels off his Moroney's Harley-Davidson Sportster-based SuperTracker, and yet did not have the ponies to hang with the Suzukis.

Harley-Davidson did not lobby the AMA for the 1200cc rule, but many observers of the series did. Why? Because as a development class, the SuperTrackers rules are not etched in stone. And, yes, it is all about parity of equipment and allowing various machines to be competitive. In other forms of racing around the world, pushrod motors get a capacity advantage,

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ON THE FRONT COVER

You've heard of the Harley Road King. Now we have the Harley Dirt King, as in Rich King - the Motor Company's replacement for the retired Scott Parker. Photo courtesy of Harley-Davidson. Inset: the Honda X-Wing. A look at the future. Photo by Tracy Hagen.

and it only made sense to allow that for the Sportsters. The other thing was that Harley-Davidson does not sell a 1000cc Sportster, so the guys running Harleys had to do significant engine development (special pistons for example) to make 1000cc H-Ds.

They do, however, have a production 1200, which gets back to more production-based, off-the-shelf parts available (less expensive, far less hassle). Nobody involved with the SuperTrackers wants to bump Harley out of dirt track racing, and they definitely have supported dirt track racing in ways not many people know. The fan base is also mostly Harley fans, and alienating them would be a huge step backwards. The good news is that for 2000, we can expect to see more brands and better races (although it would be hard to beat the SuperTracker race at Lima this year, with Morehead winning in front of the home crowd). My hope is that we will get to see several multi-brand podiums in 2000. See you at the races.

Alex Rossborough
Cleveland, OH

Rossborough is the race support coordinator of SuperTrapp Industries/Kerker Exhaust Products... Editor

Helping Toby

We would like to thank all the people at the AFM Thunderhill race on Sunday, October 24, who stopped what they were doing to donate money for the late Toby Jorgensen's medical expenses. Because of everyone's generosity, we were able to collect over $1700 that was graciously accepted by Toby's father, Kim Jorgensen.

Toby will be missed, but certainly not forgotten, by the motorcycle community and all who knew him. Our thoughts and prayers go out to the Jorgensen family.

Brian and Maureen Turfrey
Salida, CA

News God

The only time Mike Cecchini gets any press outside his little magazine is when he writes to *Cycle News* to tell them what is fit to print. Mike, stick to your newspaper, and those that think like you will read it. The rest of us will read *Cycle News* and enjoy what you think is not news.

Matt Hachen
mhachen581@aol.com

News God II

In my view, Mr. Cecchini is guilty of the same sin of which he accuses others - that is, reporting sensational news at the expense of a public person's private life. Worse yet, he has been allowed to state an allegation which is wholly unsupported by fact when he says we "are about to elect (a president) who has done cocaine." I would ask Mr. Cecchini what proof he or others may have of this vicious and unsubstantiated rumor. I would also submit that even if it were true that presidential front-runner George W. Bush was guilty, it would not absolve Cecchini's friend Kurt Liebmann of his crime of child endangerment.

Jim Bensberg
Colorado Springs, CO

The last News God

My congratulations to Mike Cecchini for standing up to "defend" Kurt Liebmann, Jeff Emig and apparently anyone else who commits a crime and suffers public shame. In so doing, Cecchini has revealed just how far on the fringe from society his views really are.

It is sad that a civics lesson is required on the pages of what is a motorcycle publication. Mike, both Liebmann and Emig were convicted of crimes. Child endangerment and possession of marijuana are crimes because the Congress and the various state legislatures have, at the will of the people, enacted them as such. What I find particularly dumbfounding is your blind adherence to a "defense" which Emig - and even Liebmann, if his attorney's statement is correct - does not seek to advance. You seek to excuse their conduct as simply a mistake that should not bear on their professional associations within the sport of motorcycle racing. What you fail to understand is that their transgressions are my business, as well as their sponsors' and their sponsors' customers' - because their conduct directly impacts the image by which those entities are perceived. I should not even have to state that their criminal behavior is an abhorrence to the rules which we, as a society, have set for our members - however, you obviously missed this lesson back in middle school.

Since you read my submission regarding Emig with such scrutiny, Mike, I am sure you recall the passage that stated, "History will judge Emig for how he responds and, if he stays true to his champion roots, will forgive him." Judging from what the last month has borne for Jeff Emig, he is showing the world what a true champion he is. Emig is setting an example through his statements and his actions that prove the strength of his character. Liebmann will be punished for his actions and history will judge him, too, for his response. If you cannot live with that, Mike, then I am sure there are places in this world with systems of order better tailored to your apparent disdain for authority.

Wade Wallace
Greenwood, IN

One-tire racing

I just read that the AMA is considering going to one tire brand in dirt track racing for next year. Great move, guys. The field is already on one brand of motorcycle and almost everyone is now using the same frame and shock. Wasn't Project 2000 supposed to bring different manufacturers into the arena? Motorcycling in the U.S. is growing at a rate no one ever expected - at last count, some 6.5 million people are riding today; that's according to your figure. Yet the only way you see to fund the Grand National Championship is to hold the tire manufacturers hostage for the most cash? Great marketing.

I was at the Volusia half mile during Bike Week this past spring. I was pitted next to the Continental tire rep. I watched the guy change 18 tires for other people. I watched him groove tires for other people, and then go out and make the 600cc Expert main event. It seems to me you need all the people like that you can get. Instead, you make a silly-ass rule to keep these people out of racing.

I just hope Mike Kidd can bring PACE or whoever to the table and show them how great dirt track racing can really be without all the screw-ups from the AMA.

Pat Bellanca
Atlanta, GA

Mladin, again

In response to our letter about the AMA Superbike National Championship (Issue #42, October 27), you said, "comparing Mladin's actions with a blatant act of violence is a bit extreme." While the whacking of knees by Tanya Harding's goons was a blatant act of violence, what Mat Mladin did in placing himself and his bike in front of a rider who was attempting to go 126 mph was an invitation to violence - one which the blocker assumes will not be accepted, because riders instinctively try to miss hitting things. Suppose Ben Bostrom had run into Mat and then said, "Oh, sorry, couldn't stop in time." We believe that Mat's actions would have been the initiation of violence.

Your second statement was that "despite the controversy of the final qualifying session of the season, we'll still argue that Mladin's title was well-deserved." Perhaps you are forgetting the races, including the last one, in which Mladin was not truly competing, but merely trying to finish (trying not to lose, instead of trying to win)? What happened to competing in every race and trying to win? Imagine the hoopla that would ensue in a track-and-field race if a runner were to pull up and allow other runners to pass.

We would like to congratulate and thank Ben Bostrom for being a strong competitor while maintaining his sportsmanship. Congratulations on being picked for the World Superbike Series, Ben, and best of luck.

Jim Robinson
San Rafael, CA

Since I've already responded once to the rather silly comparison of Mat Mladin and Tanya Harding, I'll skip right to the second part of your letter. I'm not sure exactly which races you are referring to when you mention the races in which "Mladin was not truly competing," but it bears repeating that he had a season worthy of a champion. Mladin won one race and finished second five times en route to the title. He also finished each and every race - and his worst finish was fifth. For him to race for the win at Pikes Peak - and risk throwing away a title - would have been ludicrous... Editor

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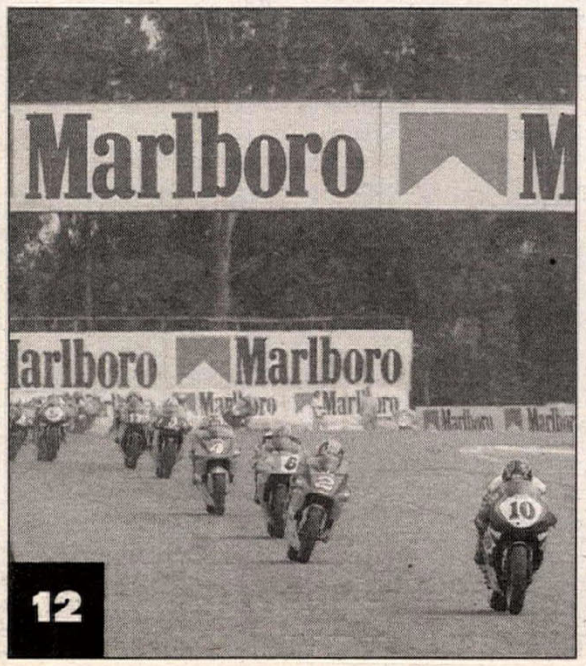

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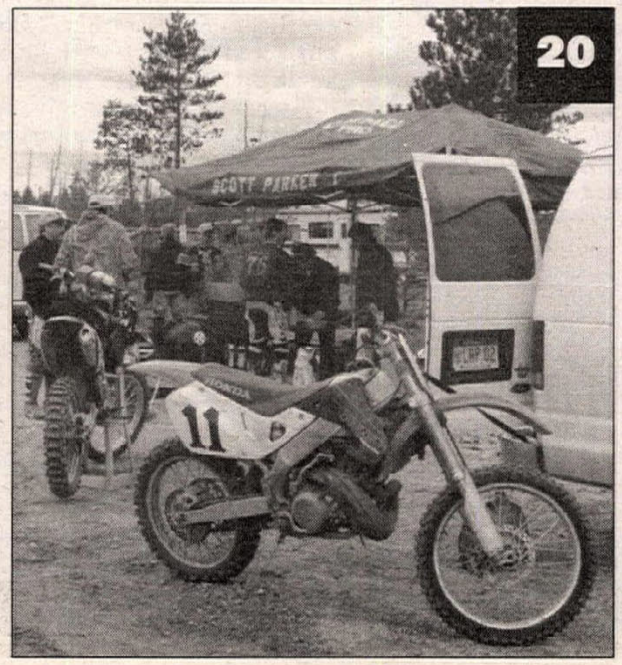
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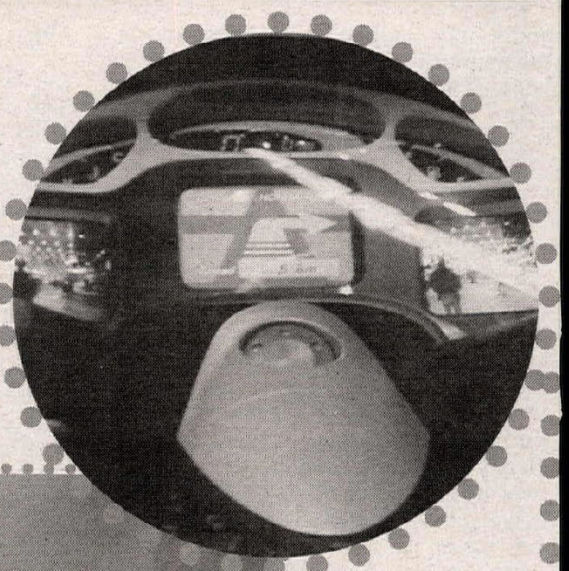
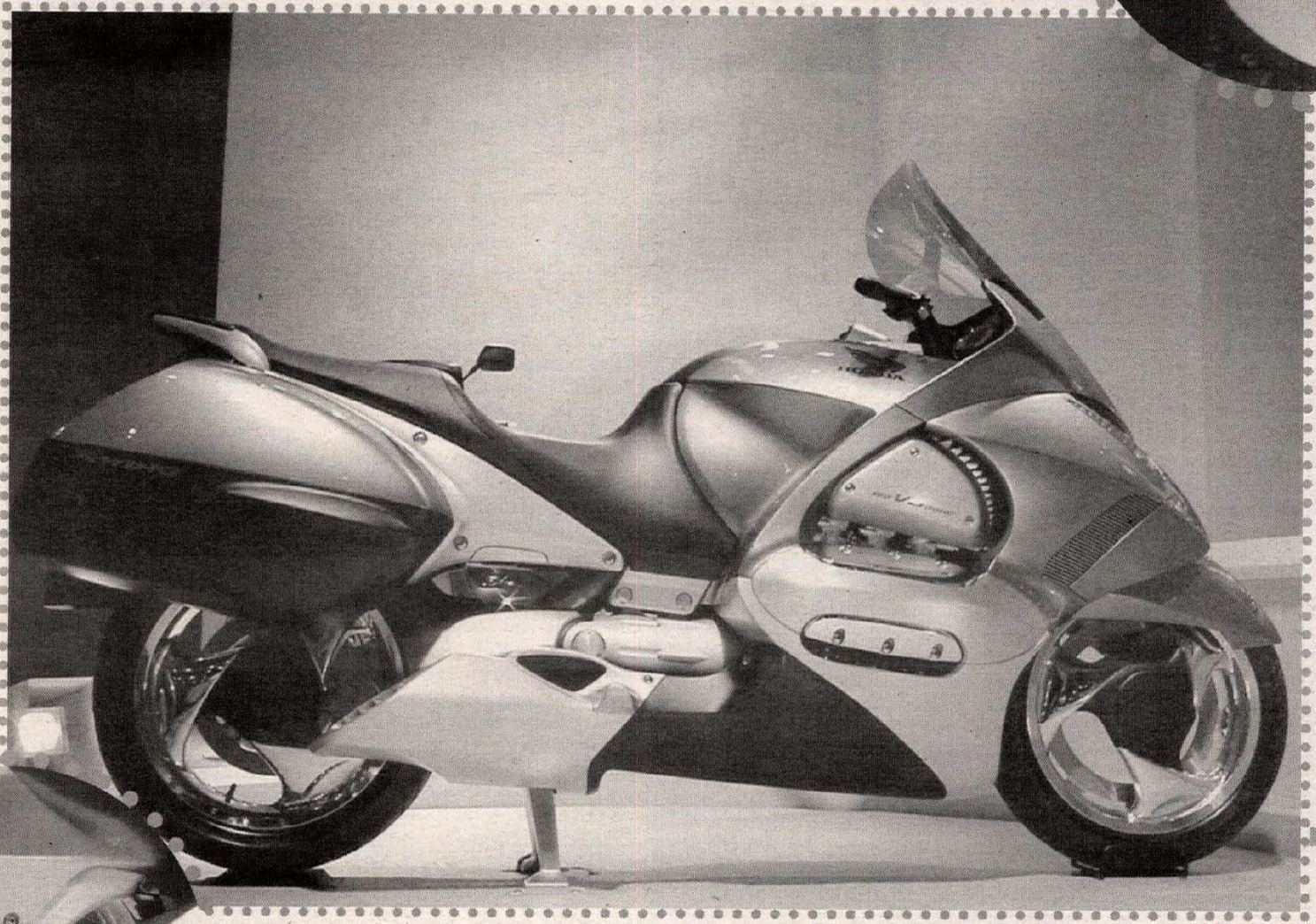
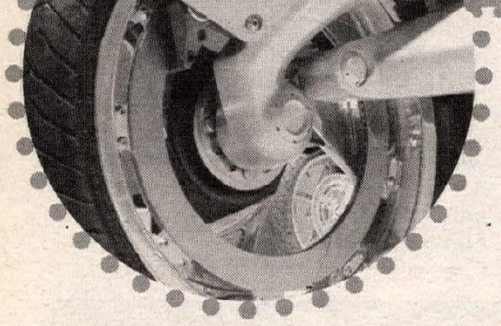
Out of this world







(Left) The Honda X-Wing stole the show in Tokyo. The concept bike is a cross between a Gold Wing and a CBR1100XX, making it the ultimate in sports touring bikes. (Bottom inset) The X-Wing features an inside-out front-brake disc and caliper, where the large-diameter disc is attached to the rim of the front wheel, rather than the hub. (Top inset) The large LCD flat-panel display on the X-Wing can be switched from GPS navigation, to standard radio, to proving a way to log on to the Internet.

By Tracy Hagen

"So, which direction do you think the motorcycle market will go in the future?" asked a marketing department manager from Honda while the two of us were looking over the X-Wing, an inspiring sport-touring concept bike by Honda R&D.

That question revealed as much as it asked, as Honda rolled out such a wide array of new motorcycle concepts at the Tokyo Motor Show that it is difficult to gauge in which direction Honda is moving. The truth is, Honda is moving in all directions, and very impressively. Nearly 20 new bikes or technology concepts were exhibited by Honda at the biannual Tokyo Motor Show, and this isn't counting the new bikes on hand that were already presented at the U.S. dealer show, or Milan or Paris. The other manufacturers combined did not equal Honda's mighty display of new product concepts.

If there was ever any doubt in your mind about Honda's leadership in motorcycle technology, the 33rd Tokyo Motor Show was your answer.

HONDA

At each and every Tokyo Motor Show, Honda presents an out-of-this-world concept motorcycle from beyond the boundaries of imagination, but Honda has shown some self-restraint as of late. No superbikes with hydrogen-fuel-cell-powered superconducting motors have been seen since the ES21 from the 1993 Tokyo Motor Show. The Zodia custom and FN-1 "naked sports" models from the 1995 and '97 shows were concept bikes Honda called "near-future models," and the X-Wing concept model from this year's show could rightly be termed a "near-near-future" model.

The X-Wing is a sports tourer that bridges the gap in Honda's big-bike market between the CBR1100XX sport bike and the enormous Gold Wing tourer. It's the market niche that has kept BMW and Moto-Guzzi going strong for years: high-speed, long-distance touring on Europe's no-speed-limit autobahns. If you had to imagine what kind of bike Mercedes-Benz would build if they ever decided to take up motorcycling, the X-Wing is probably what you'd see. Even the X-Wing coloring - silver, blue-green metallic, and charcoal - looked to be derived from the Mercedes palette.

"This concept is European sports tourer, which provides functionality for a comfortable, safe and enjoyable riding experience," said X-Wing designer Kenji Tako. "The Gold Wing is a rather different concept. The Gold Wing is a long-distance cruiser, a relaxing cruiser. The X-Wing is more sporty: You can enjoy the sport of riding."

The X-Wing's engine is most closely related to the Gold Wing's, but on close inspection, one finds that the 1500cc six-cylinder is not "flat" like a Gold Wing, but actually a V-6 with an included angle of 150 degrees. Like most good ideas, you really have to wonder why Honda, or BMW for that matter, didn't think of it earlier.

"This design lowers the center of gravity in the corner," explained Tako. "In order to maximize the banking angle in cornering, we set the engine to a 150-degree V-shape."

Honda didn't state a projected power output for the X-Wing engine, but whatever it is, it surely must be enough, since Honda designed the X-Wing with one of the most aerodynamic fairings ever seen on a street-going motorcycle. Even modern Grand Prix bikes are not this sleek!

The improved aerodynamics are the result of a novel clamshell apparatus that closes in on the front wheel at high speeds and opens out at low speeds.

"We have an automatic air flap," said Tako. "When the speed is low, it is automatically opened, and when the speed is enhanced to the high speed, it is automatically closed."

Similar thinking was applied on the upper half of the fairing, where with a push of a button the rider can extend the fairing outward to provide more wind protection for his hands, or upward to change the deflection of airflow around his head.

The nose of the fairing houses two pairs of headlamps. The larger set contains a pair of oval near-field lamps, and above these is a pair of small-diameter projection lamps. The arrangement is most distinctive, and evil-looking, saying to slowpokes, "Get out of my way!"

Poised in the cheeks of the fairing are radiator grilles with horizontal fins, à la the NR750 megabuck sport bike from earlier in the decade. These vent airflow to the two side-mounted radiators, while a third radiator is situated in front of the right-hand bank of cylinders.

The cylinder heads are nicely exposed through openings in the side of the fairing, yet the outermost points of the fairing are oval-shaped subsections, replaceable in the event they are damaged. Similar oval-shaped pieces are also on the saddlebags.

The exhaust and muffling system is totally enclosed within the lower belly-pan of the fairing. Normally, the exhaust pipes are one of the central elements in motorcycle styling, and bikes

without visible exhaust systems are at risk of looking a bit bland. But Honda has done such an excellent job of cross-breeding a jet fighter with a Gold Wing that the lack of shiny chrome-plated mufflers is a forgivable omission. And jet fighters don't have mufflers, anyway.

The integration of function within the body was extended to the passenger footpegs. When not in use, the footpegs retract within the upper body elements, preserving the clean styling lines from the side.

According to Tako-san, the X-Wing derives its name from the side-view lines of the bike. The upper edges of the "X" are defined by the lower edge of the seat and the trailing edge of the upper fairing cowling, the lower edges are defined by the large black triangle in the bellypan. The "X" theme was sneaked into a few other tidbits: If you looked closely, you could see Xs in the lenses of the turn-signal lamps and tail lamps.

In terms of rider comfort, Honda left nothing off the list with the X-Wing. With a push of a button, the seat height can be raised or lowered, and the "butt rest" can be moved fore or aft. The handlebar grips are "gun grips," in Tako-sans words, meaning that they resemble the grip of a pistol. Buttons on the right handlebar control gear changes of the transmission.

On the gas tank are buttons galore for the seat control and fairing control, and more buttons for switching the large LCD flat-panel display from GPS navigation to radio tuning to Internet surfing.

Internet surfing? Flat panel display? What!?! Actually, the X-Wing doesn't have a large LCD flat-panel display - it has three. The center display supports the GPS navigation, radio functions and Internet functions. And if you think that Internet activities and motorcycle sport touring don't mix, well, think again. Sport touring is done out on open roads, and within half an hour, you are out of range for good radio reception. Changing tapes or audio CDs is arguably much more difficult on a motorcycle than a car. Hence, something without distance or time boundaries: the Internet. With the X-Wing, you can ride from coast to coast and listen to, for instance, KFOG from San Francisco, one of over 2000 radio stations on the Net.

The other two flat-panel displays are high-tech rearview mirrors. Check the pictures and you'll notice that Honda left the mirrors off the X-Wing. Instead, Honda placed small CCD video cameras in each saddlebag, pointed rearward. No more blind spots, no more buzzy mirrors. Thank you, Honda.

The X-Wing runs on a chassis that

(Above) The Honda Boss Cat combines a step-through design with Harley-esque styling to create a fashion statement.
(Right) The Boss Cub is another step-through from Honda, featuring a 250cc, liquid-cooled four-stroke single taken from one of Honda's top-of-the-line scooters.
(Below) Yamaha's star of the show was the MT-01 - a beefed-up V-Max? The exhaust pipes and mufflers on the MT-01 were deliberately routed under the seat to allow the rider to feel the "exhaust vibration, the pulse feeling - and the sound."

incorporates the single-sided suspension systems from the Elf 500cc Grand Prix racer of the middle and late 1980s, technology that is loved more in Europe than in the United States. This includes the inside-out front-brake disc and caliper, where the large-diameter disc is attached to the rim of the front wheel, rather than the hub. The front disc, as well as the rear disc, is ventilated to improve heat dissipation.

Will an X-Wing-like motorcycle ever become a product in Honda's lineup, or is it just another tease? Honda's press release said, "strong hint of motorcycle styles for the near future," and Tako-san was eager to take on the task of preparing the X-Wing concept for a production model.

"Yes, definitely, I would love to do this!"

Parked on either side of the X-Wing were concept motorcycles that were similar to each other, but a world away from the X-Wing.

The euphemism at Honda for the old 50cc Honda step-through motorcycles with which America fell in love in the 1960s and which are still whizzing through the streets of Saigon and Shanghai today is "business-class" motorcycles. While the engines of some of these models have grown to 100cc, give or take, the class remains steadfastly fixed at the bottom of the scale in terms of performance (save for fuel-economy figures). If consumers want higher performance from a step-through bike, the only option is a full-bodied, little-wheel scooter. To some folks, those just aren't real motorcycles.

Honda showed that they are giving this situation some serious thought, and displayed two bikes that follow the theme of the step-through motorcycle yet push the boundaries of the class to new limits.

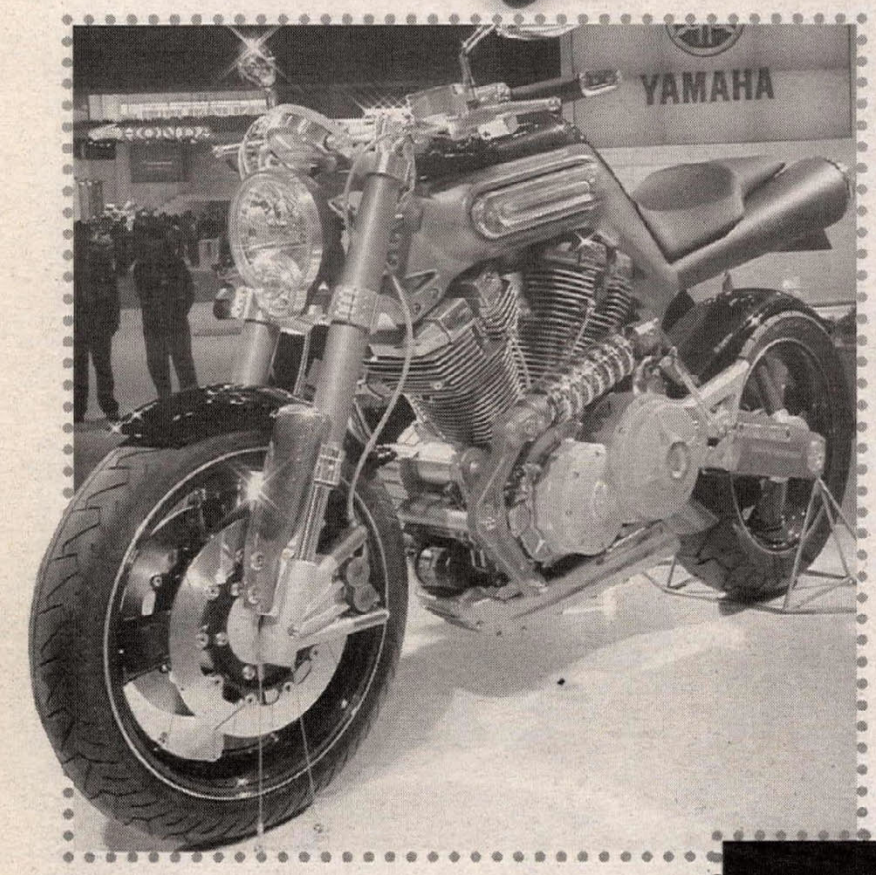
The smaller of the two big step-through motorcycles presented by Honda was the "Boss Cub." This motorcycle utilizes a 250cc liquid-cooled, layed-down, four-stroke, single-cylinder engine snatched from one of Honda's top-of-the-line scooters, complete with constantly variable belt-drive transmission. The rest of the bike is true to traditional Honda Cub step-through architecture, including leg shields and super-long seat. Honda modernized a few things, though, such as one-piece cast wheels and a disc brake for the front wheel.

The Boss Cub is aimed at adults who enjoy leisurely weekend riding. The other step-through Honda displayed as a concept bike was also targeted for weekend riding - but probably after the sun goes down.

Named the "Boss Cat," Honda combined step-through design layout with Harley-esque styling to create a motorcycle that is, if nothing else, a fashion statement. The engine is a 400cc liquid-cooled, four-stroke parallel twin, slightly inclined from vertical and with ample cylinder finning to at least somewhat resemble half of a V-twin. The cylinders sit on a crankcase that looks like it was stretched out to either make the motorcycle look bigger, or copy the chunky cases normally seen on cruiser bikes.

Honda calls the Boss Cat a "street-commuter" and other media might call it a cruiser, but the Boss Cat is pure chopper: sky-high steering head, inclined teardrop gas tank, floorboards, fat tires, long exhaust pipes with oxymoron megaphone mufflers, pullback handlebars, big chrome headlamp, and a raked-out fork. The perfect bike for the day-glow hair crowd in Japan to cruise the famous *biku* street in Tokyo's Ueno district.

Honda reached back into its past to create another prototype for the Tokyo Motor Show, the "CB Four." Commemorating the 30 years since they brought out the CB750 Four, one of motorcycling's all-time significant models, Honda has made a CB750 Four replica. This time the engine is just 400cc, but air-cooled like the original. Honda deviated here and there on details - the CB Four is a double-overhead-cam engine, whereas the original had a single-overhead cam; the CB Four has no kick-starter whereas the original had a kick-start lever - but the final product will surely cause anyone who experienced the original CB750 Four series to stop



(Left) The MT-01's rear shock is placed horizontally along the left side of the engine and a four-bar linkage connects the rear end of the shock with the swingarm.
(Above) The Yamaha Drag Star 400 cruiser, an update of the model introduced at the 1995 Tokyo Motor Show.

and notice the new one. Here are the famous individual exhaust pipes, disc brakes with calipers ahead of the fork tubes, wire-spoke wheels, passenger strap across the seat, chrome fenders; it's all here. Heck, Honda even placed the ignition switch under the gas tank, just like in the old days.

Honda termed the CB Four a prototype, but it had every appearance of a production bike. Then again, the prototypes Honda displays at every Tokyo Motor Show are built to such high quality standards that they look mass-produced. In any case, the CB Four might be the perfect follow-on bike to those who bought the Honda Dream 50 (the little street bike styled after the historic Honda CR110 road racer from the 1960s) that Honda presented at the 1995 Tokyo Motor Show and later became a sales hit in Japan - such a sales hit, in fact, that HRC now makes hot-rod kits for the Dream 50.

The remaining new bikes that Honda brought out for the first time at Tokyo were all single-cylinder models, meaning scooters and step-throughs and all variants in between.

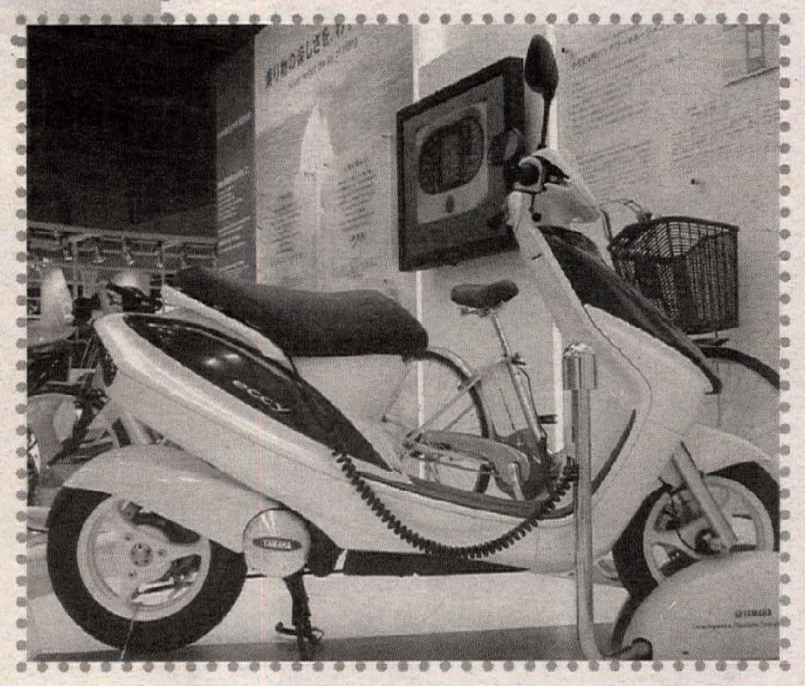
YAMAHA

Across the aisle from Honda, the contrast could not have been greater. At Honda, the stage presenters were in white leather outfits and the complimentary beverage on press day was orange juice. At Yamaha, the presenters wore black leather and the beverages were beer and whiskey - and soft drinks weren't even available. And the music? A slow version of the Eric Clapton's classic '70s hit, "After Midnight."

Yamaha's star of the show was the postapocalyptic road-warrior prototype "MT-01." Honda faithful, order your speedy X-Wings now and get out of town.

The MT-01 is the answer to the question, "What do you get when you take the 1600cc V-twin engine from Yamaha's XV1600A Road Star cruiser, convert the final drive from shaft to chain, and squeeze it into a TZ250 frame?" Move over, V-Max, and make room for Mad Max.

"We made our best effort to reduce the weight of the motorcycle and enjoy the engine more," beamed Seiya Nakamura, from Yamaha's product planning division. "The engine is from the Road Star 1600. That bike, that engine, is the biggest capacity in the world, now. But the Road Star is just American-type motorcycle. It is very heavyweight. The engine is very strong, torque is very strong. But the chassis is heavy. If we use that engine with very light chassis, maybe we can enjoy the engine's performance more. That's why we studied this concept."



(Right) Yamaha's prototype ECCY - not a motorcycle, but not a bicycle. Yamaha's first electric scooter.

The result is brutal - the kind of bike Eric Buell or John Britten would build if corporate resources were available, yet Nakamura-san stressed that Yamaha was not out to make a Japanese Buell.

"Our spirit is different," he said. "The Buell concept is a fast racing machine with Harley engine. Our concept is not speed, but feeling on the engine."

To ensure that the rider receives as much sensory input as possible from the engine, Nakamura-san explained, the exhaust pipes and mufflers were deliberately routed under the seat, and, in fact, the twin mufflers look to be the only thing supporting the seat.

"Normally the exhaust is under the bike," he said. "This bike, the exhaust is under the seat. The reason is for the rider to feel the exhaust vibration, the pulse feeling - and the sound."

Like a T-shirt on Arnold Schwarzenegger, the MT-01 chassis fits tight across the top of the cylinder heads and down the back of the rear cylinder. Oblong air filters project out of each frame spar above the engine, and above the frame sits a tiny toupee of purple plastic bodywork. So where is the gas tank?

"Good question!" laughed Nakamura-san. "This is a concept model. Above the engine is a fuel-injection system, and behind that we have a small gas tank."

This reporter reckons the MT01's fuel-tank capacity to be one or two gallons. It's not a touring bike.

Like the gas tank, Yamaha found space to be lacking for the rear shock inside the frame structure, so the shock was placed horizontally along the left side of the engine. A four-bar linkage connects the rear end of the shock with the swingarm.

The front suspension is equally striking, visually, but follows accepted design practices. The front forks are massive upside-down units, and the lower sliders have calipers mounted with bolts parallel to the disc, like the latest trend in Grand Prix and World Superbike. The calipers themselves are special, but with many parts taken from the YZF-R6.

Under the engine is an oil sump tank, again for reasons having to do more with a lack of space elsewhere on the bike than anything else. Even the location of the turn-signal lamps are unconventional: on the ends of the handlebars, with an amber bulb for the front and a red bulb for the rear.

Other unusual items of note: right-hand-side chain drive, a result driven by what Yamaha had to work with from the base engine rather than a tribute to Harley-Davidson, and carbon-fiber spokes fitted to aluminum hubs and rims in each wheel.

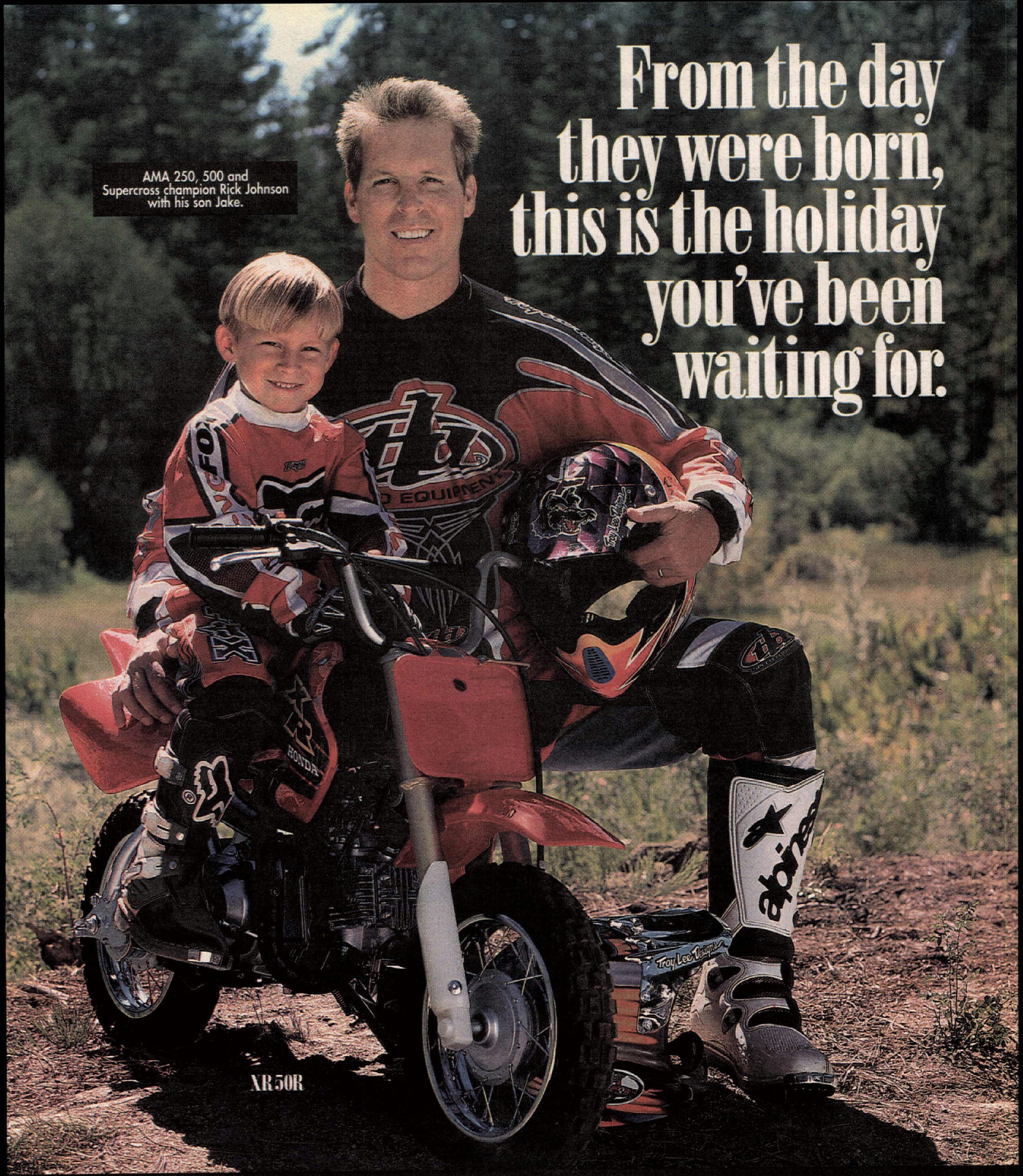
With the MT-01, Yamaha has recognized that while people buy horsepower and buy speed, torque and acceleration are what riders really desire. Yamaha has no desire to join the 200-mph club.

"Nowadays, so many motorcycles are competing in terms of figures, for example, maximum power or maximum high speed," said Nakamura-san. "But our concept is not just figures, but feeling and taste, our emotions. Maybe by next Tokyo Motor Show we will go further, based on his concept. Not just figures, but also the emotional aspect. Enjoy the riding, enjoy the sport."

Yamaha displayed other motorcycles labeled "prototypes" but that actually looked to be models that just needed brochures to be printed and they would be ready for sale. This included a new Drag Star 400 cruiser, an update of the model launched at the 1995 Tokyo Motor Show and now with a new leather seat, new headlamp, new instrument panel, new oval mirrors, an air-induction system to clean up exhaust emissions, and a large "EXTREME VERSION" sticker on each side of the rear fender. The Drag Star 250 has also been restyled, going for more of the Harley-Davidson look, and the lightweight YB-1 has been re-engined from a 50cc disc-valve two-stroke to a horizontal 50cc four-stroke for more of the Honda look (and the emission performance of a four-stroke engine). The engine in the balloon-tire, off-road TW200 has also been updated for better emission performance.

Last but not least in Yamaha's lineup are the electric hybrid bicycle products. Invented by Yamaha and introduced in 1994, these products are 100-percent bicycle in appearance and user operation, but have a small electric motor, powerful battery and a computer controller to measure the pedaling effort of the rider and command the electric motor to provide a comparable assist - thereby reducing the effort of bicycle riding. With sales now over 460,000 units to date, Yamaha displayed a next-generation prototype that incorporates a very small (undisclosed capacity) four-stroke engine to recharge the battery while on the run, and to provide power for cruising when the rider wants a rest.

One other prototype Yamaha vehicle that is and isn't a motorcycle (but that was on display with the motorcycles) was the "ECCY." Yamaha did not offer an explanation for the meaning of "ECCY," but remember it as Yamaha's first electric scooter. The hybrid bicycle product development has led to the development of high-energy-density batteries, compact yet powerful electric-motor technology and advanced control systems. Yamaha has scaled these systems for use on a scooter. The scooter is powered by a 580-watt DC motor and a 26-Amp-hour nickel-hydrogen battery, and Yamaha claimed a charging time of 3.5 hours. Yamaha claimed performance that rivals engine-powered scooters, but with 580 watts of power - less than one horsepower - one had to figure that someone in marketing was a bit optimistic. Nakamura-san's statement that Yamaha is not competing in terms of figures applies beyond the scope of the MT-01.



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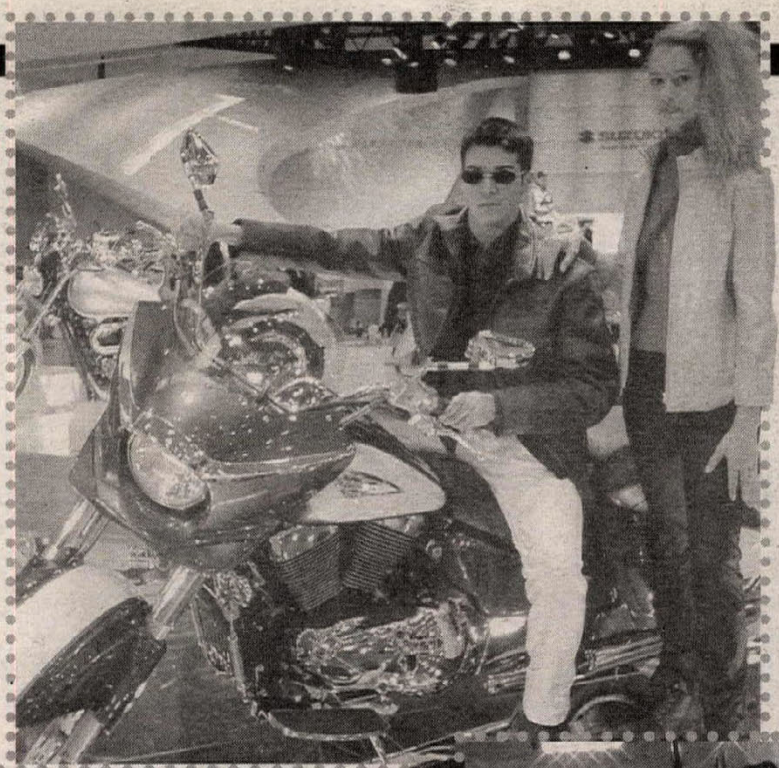
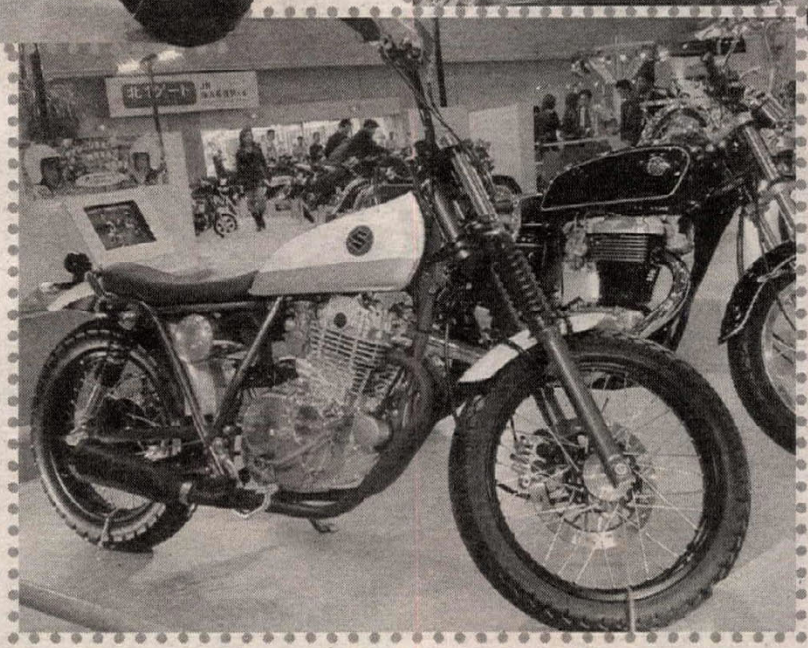
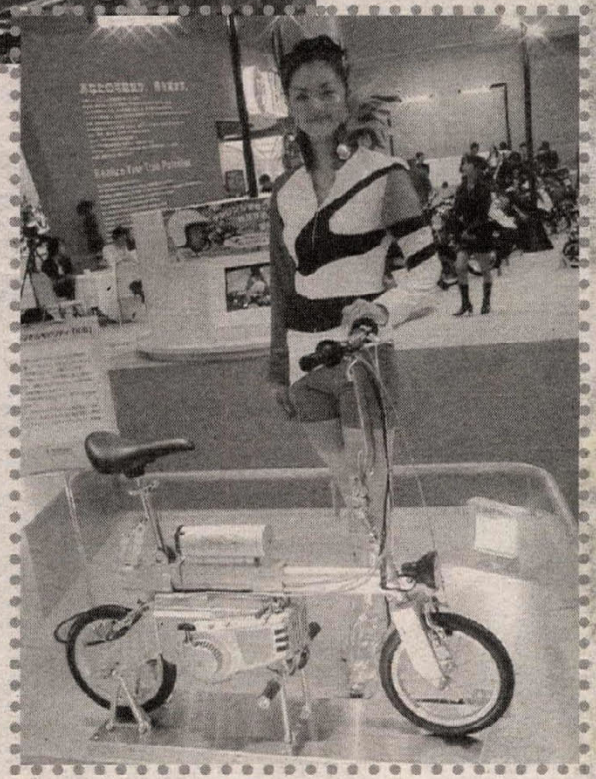
(Left) A model embraces the Yamaha TW200.



(Left) Suzuki's Intruder LC Royal Touring - a mammoth cruiser that uses Suzuki's 1462cc three-valve-per-cylinder, air-cooled V-twin powerplant. (Below) Suzuki also displayed a commuter bike called the X-8 that featured a propane-powered four-stroke engine. A can of propane can power the bike for 20 miles - and a can of propane costs about $2.50 in Japan.





(Above) Ready for the Sacramento Mile? Not quite, but the Suzuki Volty Grass Tracker looks the part.

SUZUKI

For Suzuki, this Tokyo Motor Show was better than many in years past.

The main stars at Suzuki were the updated Hayabusa blockbuster bullet bike and the saucy new GSX-R750 superbike, both already revealed at Paris last month. Also present were other new models from Paris, such as the DR-Z400 lightweight, water-cooled, four-stroke off-road enduro bikes; an updated 600 Bandit universal Japanese motorcycle; and the LC250 Intruder minicruiser.

Out on the main aisle - and certainly on a reinforced stage - Suzuki showed off the Intruder LC Royal Touring, a mammoth cruiser featuring Suzuki's 1462cc three-valve-per-cylinder, air-cooled, V-twin engine and sleek, smart styling. The objective, according to Suzuki, was to convert the big LC cruiser into a touring bike in making it look chunky or bulky. The end product is maybe the best-looking of all the big touring bikes - from Japan or elsewhere. At the front are a fender that flows around the front wheel as much as it does over the wheel, and a handlebar-mounted front fairing that borrows its shape from the old Wes Cooley GS1000S superbike. Compare the pictures of the LC Royal Touring motorcycle to any other tourer, and notice the petite size of the LC's windshield vs. the picture-window windshields the other manufacturers brace onto the front of their packhorses. Suzuki can get away with this design due to a very low seat height and Lazy Boy footrests. From the seat on back, the Intruder LC Royal Touring has bodylines that flow like the back of a duck: graceful, smooth, and above all else, elegant. It's a candidate for the best-styled bike of the year, and worthy of its Royal name.

In the massive shadow of the LC Royal Touring Suzuki was parked a Desperado Winder II, a 400cc cruiser that - well, just look at a Harley-Davidson FXD and imagine "Desperado" on the gas tank.

Several interesting items were on Suzuki's side stages, such as the Volty Grass Tracker, a single-cylinder, four-stroke street bike styled like an American dirt tracker (naturally, in a white-orange-black color scheme); the nostalgic Tempter, a 400cc black British-ish street bike and possibly the lowest-tech bike at the Tokyo Motor Show (double leading show front drum brakes, anyone?), and several variations on the Skywave scooter, at 400cc, the largest scooter sold in Japan.

Lastly, a note about the future from Suzuki and the end of an era.

First the future: Japanese motorcycle regulations define a commuter class of motorcycles that are restricted to 13 mph, are required to have lighting and safety equipment that are below that of a Suzuka 8 Hours race bike, and are generally either collapsible or foldable designs. Suzuki displayed a research-and-development commuter bike called the X-8 that featured a propane-powered four-stroke engine. A can of propane sells for about $2.50 in Japan, and can power the X-8 about 20 miles. For consumers who want to bring their commuter bikes inside an area with minimal ventilation and are concerned about gasoline vapors, the propane-powered X-8 is perfect.

The other future tech display from Suzuki was the SCIP system, which stands for "Simplified Camless Injection assistee Par air comprime," a development from the Institute Français du Petrole. A technology aimed at little scooter engines, the SCIP uses a two-stroke engine as a base and adds to that a poppet valve in the cylinder head. A port in the cylinder head is plumbed to the crankcase by an external pipe. The poppet valve is opened when pressure in the crankcase is greater than the pressure in the cylinder, and the valve is closed when the relative pressures are reversed (and aided by a small coil spring). This arrangement was in fact common on early four-stroke engines at the beginning of the century. The problem is that a big valve is required to flow large amounts of air for high power output, but big valves are sluggish under atmospheric control. Engine speed and, therefore, power is limited. Suzuki used a small poppet valve in the SCIP engine that is responsive to over 9000 rpm, and this poppet valve flows just a fraction of the air needed by the engine. The remaining air demands are met by conventional transfer ports. But the air delivered by the poppet valve contains all the fuel used by the engine, as Suzuki has placed a low-pressure fuel-injection nozzle in the cylinder-head port. Thus the fresh-charge short-circuiting problem that has plagued two-stroke engines since their inception is reduced.

A Suzuki engineer claimed that specific fuel consumption is improved 20 percent, hydrocarbon emissions are reduced 30 percent, and carbon-monoxide emissions are reduced 70 percent. Power, though, is also less than that of the base two-stroke engine, but better than that of a typical four-stroke scooter engine.

Lastly, at the Tokyo Motor Show, Suzuki announced that the 2000 model year would be the last for the GSX1100S Katana. Largely unchanged since its debut at 1980 Cologne Motor Show, the Katana has had loyal fans in Japan for years. The Hayabusa has now eclipsed its popularity.

KAWASAKI

Kawasaki is an enigma. Kawasaki claims to have an extensive lineup with a perfect motorcycle to suit any Japanese rider's taste, but their Tokyo Motor Show display suggests otherwise.

Japan is saturated with scooters. At any urban parking area in Japan, easily more than half the bikes are scooters. Honda shows 15 scooters in their domestic lineup, plus five step-through Cubs. Yamaha's brochure shows 11 scooters and seven step-through motorcycles. One-third of Suzuki's motorcycle products offered in Japan are scooters.

In contrast, the total number of scooters and step-through motorcycles in Kawasaki's product line is zero.

Kawasaki's ignoring of the largest segment in their home market means it is becoming a motorcycle export company. At the Tokyo Motor Show, Kawasaki built its display around the ZX-12R bird-hunting speedster, a motorcycle capable of four times the national speed limit in Japan. On each side of the ZX-12R was a ZX-9R and a ZX-6R - all motorcycles with more horsepower than some automobiles sold in Japan.

Kawasaki did show one new model for the Japanese market, the W650. An underwhelming motorcycle, the W650 is a mix of Kawasaki's 1967 X650 and the 1969 650cc W1 Special.

This year's Tokyo Motor Show was the first where Japanese two-stroke sport bikes could not be found on display or in company brochures. Will Kawasaki vanish from the Japanese motorcycle market, too? CN

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HONDA
Gifts That Go

Round 16: Argentinean Grand Prix

WORLD CHAMPIONSHIP ROAD RACE SERIES

Roberts wins

By Michael Scott
Photos by Gold & Goose

BUENOS AIRES, BRAZIL, OCT. 31

Kenny Roberts Jr., son of a legend, wrote another chapter in his own story today, winning a thrilling Argentinean Grand Prix to finish second overall in the World Championship.

The Suzuki-mounted "American Express" had started from pole for the fifth time this year, and led from the first lap until the penultimate. But he was under severe pressure throughout from Marlboro Yamaha's Max Biaggi, who finally made an attack that stuck with one lap of the 2.697-mile Buenos Aires circuit to go.

Now it was Roberts's turn to turn up the heat, and with half-a-lap left Biaggi crumbled. A little too generous with the throttle on a track with a notoriously bumpy and slippery surface, he narrowly managed to save a near high-side, only to run off the tarmac for a wild ride across the grass as the steadfast Roberts slipped through for the win.

"I don't feel I pressured him into a mistake," Roberts generously said afterward. "In fact, I don't think he made a mistake. He was just trying to win the race, and so was I."

Biaggi for his part admitted: "It was not fun to go onto the grass at that speed. I feel quite lucky to finish second."

Antena 3 Yamaha's Norick Abe was third, reversing the order of an even more thrilling race a week before in Rio. Another two seconds back, Marlboro Yamaha's Carlos Checa managed to get past new World Champion Alex Criville for fourth, but Criville's Repsol Honda's teammate Tadayuki Okada wasn't so fortunate. Okada crashed out of the race after touching one of the circuit's controversially slippery white lines, dropping to third overall in the championship after challenging for the title for most of the season.

In an ultimately processional 250cc GP, Chesterfield Yamaha's Olivier Jacque claimed his first win of a season interrupted by early injury, with title runner-up Tohru Ukawa and his Shell Advance Honda moving past a fading new champion Valentino Rossi for second. Third was still enough to secure the Constructors' title for Aprilia.

But the focus of the day was on the smallest class, where Spain gained a second World Champion in its former colony of Argentina, when Emilio Alzamora finished second in the opening race of the day. It was enough for the 125cc Via Digital Honda rider to defeat teenage star and today's race winner Marco Melandri and his Benetton Honda by just one point - after one of the most extraordinary last laps ever seen.

At the start of it Melandri had a lead of 2.5 seconds, with third-place Roberto Locatelli another 4.5 seconds behind. Then Melandri slowed and sat up, to wait for his tormentor, and when he caught up it looked for all the world as though he was trying to knock him off as they almost collided at one point and Alzamora narrowly saved himself.

Not so, insisted the 17-year-old Melandri. He'd just been trying to slow Alzamora to give Locatelli a chance to finish second, which would have tipped the title the other way. But race officials considered his blatant move to be "riding in an irresponsible manner causing danger," and fined the teenager 10,000 Swiss francs; while observers wondered why he hadn't made the move somewhat earlier, and in a less obvious manner.

Alzamora had an even stronger opinion, barging right into Melandri's post-race TV interview and wagging his finger in his face.

"This," he said, "is your last warning."

The focus was on the tiddlers all weekend, the last unresolved championship, with the three title contenders qualifying side by side on the front row of the grid. The third rider with a shot at the title was Benetton Playlife Honda's Masao Azuma, but he ran off the track and out of contention on the first lap after his engine died following yet another bad start.

One by one Melandri's potential allies fell by the wayside - Lucio Cecchinello crashed out on the eighth of 23 laps of the twisting, parkland circuit, actually knocking Melandri's back wheel as he tried and failed to take the lead. Cecchinello's Givi Honda teammate Noboru Ueda also crashed out, after dropping back from the leading group. Locatelli simply lost touch as the race wore on.

Alzamora won the title without winning a race all year - the only other champion to claim the title without winning a race all year was the final 80cc

(Opposite page) Kenny Roberts Jr. (1) has his head down as he leads the opening lap in Argentina. Max Biaggi (2), Norick Abe (6) and the rest of the 500cc GP pack give chase.
(Above) The race came down to Roberts vs. Biaggi, with Roberts finally taking the win on the final lap after forcing Biaggi to make a mistake.
(Right) Carlos Checa (4) and Alex Criville (3) battled for fourth place, with Checa ultimately prevailing.

World Champion Manuel Herreros in 1989.

500cc GRAND PRIX

Biaggi led from the start, but before the end of the lap Roberts had come through from third. Roberts then stayed in the lead from then on, riding smoothly and paying little attention to the very close attention of the Yamaha rider, who showed him his front wheel from time to time, but never actually made the move stick. Until the second-to-last lap, when he passed into turn one, and fought back as the American tried to get back underneath him.

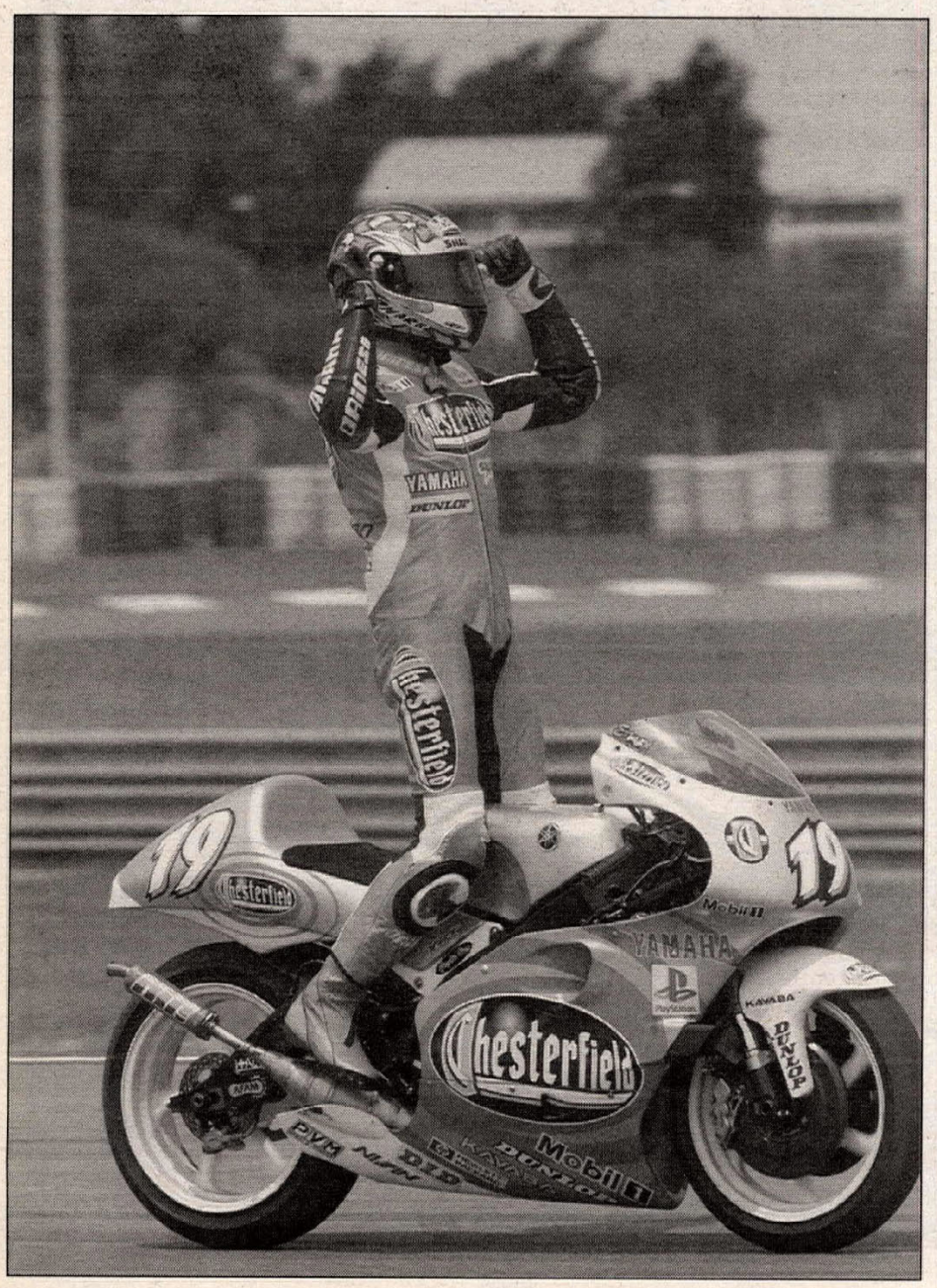
With just over one lap left, Roberts was obliged to change his approach.

"I knew Max was there, but when I was sure it was just him, and we weren't pulling a freight train, I could relax and get into a rhythm," he said. "Until he went by, it was just me and the track. I was riding like a computer, without adrenaline. When he came by, he had the advantage of the adrenaline, and I didn't have very long to figure out where I could get by him again."

Roberts kept close, however, waiting for his chance, until it was handed to him on a plate on the left-right-left wig-

gets second

(Above) Olivier Jacque won his first 250cc Grand Prix of the season after holding back the early advances of Valentino Rossi (46). Rossi faded to finish third.
(Below) Jacque celebrates after winning for the first time on the Chesterfield Yamaha.



gle before the short back straight. As Biaggi shot off onto the grass, Roberts kept on computing, and claimed a win that had never looked certain - at least not to observers.

By then, Biaggi had enough of a cushion to come back in second and hang on - Abe complained later.

"After the start I was stuck behind (Carlos) Checa for a few laps, and the leaders got away," Abe said. "When I got to third the gap was about four seconds, and though I tried my best it stayed the same for the rest of the race."

In fact, he had been third on the first two laps, but Checa took over for four more laps, while at the same time Criville closed up behind. Meanwhile, Okada had finished the first lap in ninth, behind John Kocinski, who he quickly dispatched, only to find himself blocked by Nobuatsu Aoki, who was doing duty on behalf of his teammate Roberts to prevent the Honda rider from gaining points and securing second overall.

Okada only got free after Aoki ran wide and onto the slippery part of the track, promptly losing the front and falling on the sixth lap. After that Okada closed steadily up to slot in behind teammate Criville until he too tumbled without injury after touching the same slippery white lines that had sent many big names falling in practice, including Roberts, Criville and Checa (twice).

Criville passed Checa after half-distance, but the Yamaha rider stuck with him to reverse the positions with four laps remaining, and they held station to cross the line just one tenth apart.

"I was a little down on power, but the balance of the bike was good this weekend," said Checa, reflecting a strong finish to the year for Yamaha; while Criville said: "After falling in practice and my injuries in Australia, it was physically a very hard race for me."

A long way back, Sete Gibernau finally managed to get to the front of a four-strong battle, with Kocinski right behind, then Alex Barros, with Juan Borja dropping off the back of the group in the closing stages, another to complain of pain after a practice crash.

Jurgen van den Goorbergh had started well on the MuZ, finishing the first lap in seventh, but a gamble on back-tire choice didn't pay off, and he dropped back quickly before settling in an eventual 10th, obliged at the finish to fend off Tetsuya Harada's Aprilia.

He in turn had broken free from another big midrace battle, narrowly won by an out-of-sorts Regis Laconi from Red Bull teammate Garry McCoy, the only rider to choose a 16.5-inch rear Michelin.

"I started well, but lost a bit of grip after three laps," said the Australian. "I lost out to Regis on the last lap, but I'm happy with the progress I've made since getting on the bike only in June."

BSL Modenas' Mark Willis and TSR Honda's Haruchika Aoki had been part of the group, but lost touch when Aoki nosed ahead in the closing stages. Willis reversed the positions at the finish.

Criville was, of course, safe as champion, ending up with 267 points. But Roberts regained second from non-scorer Okada, 220-211. Biaggi was fourth on 194.

250cc GRAND PRIX

"When I was recovering from my ankle injuries after Jerez at the start of the year, I had no thought that I might win a race this year. But I am a fighter." Thus spoke Olivier Jacque, who led from start to finish of what was ultimately a rather processional 250 race.

For the first nine laps he'd been under severe pressure from Rossi, but the Italian had risked a soft rear tire, and "it didn't suit my style." From the 10th lap onward he was losing ground hand over fist.

At this stage he was almost seven seconds clear of the Hondas of Ukawa and Stefano Perugini, the Japanese rider taking an age to get past the fast-starting Italian, and then carrying him clear of Shinya Nakano and Sebastien Porto.

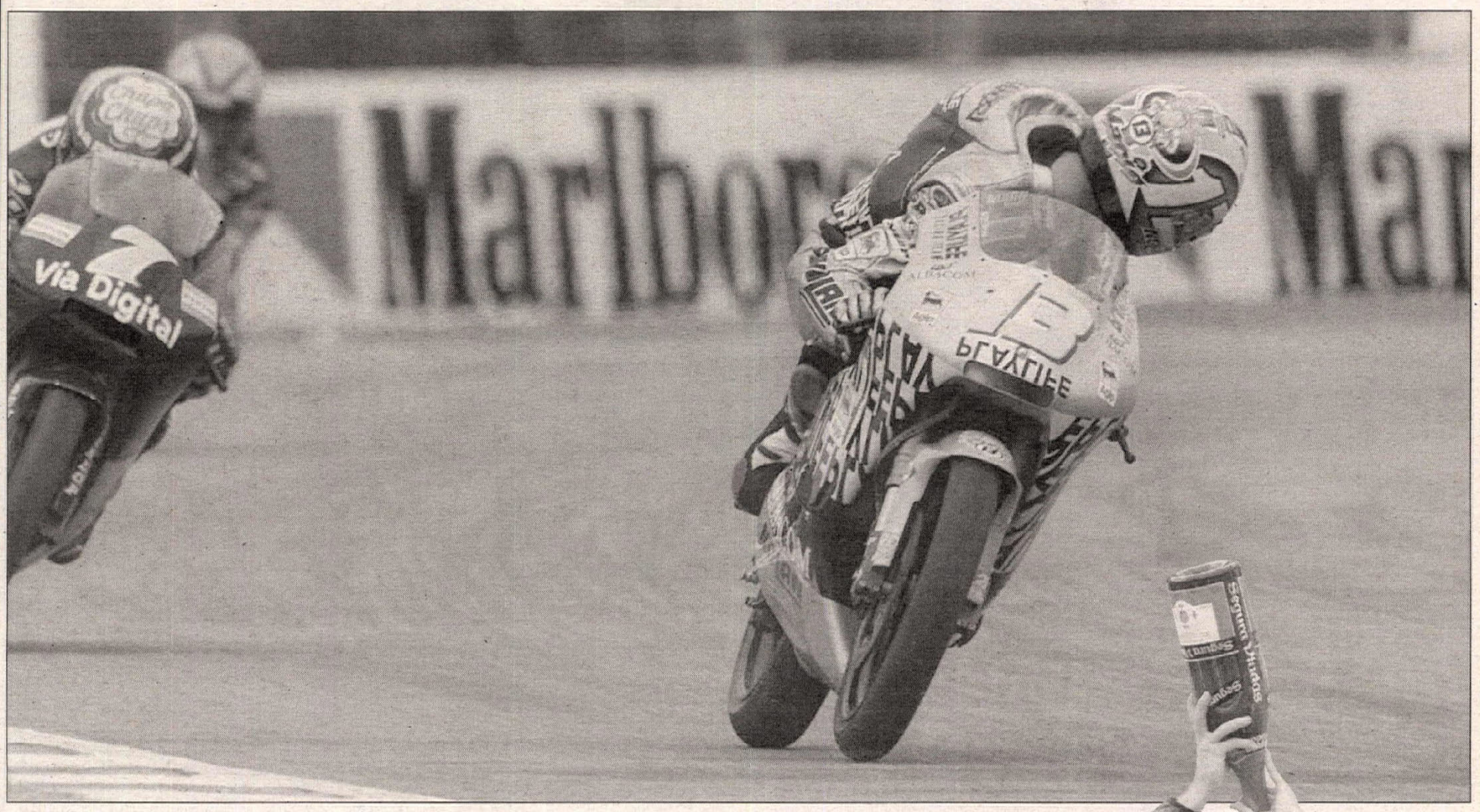
Now Ukawa kicked again, and with Rossi slowing lap by lap he caught him with five laps to go, scything past easily for a second placed that mirrored his championship position.

Perugini also had tire trouble, and he was losing ground as Nakano and Porto caught up again, with Loris Capirossi moving through to latch on behind. With seven laps to go the four were together and battling, but Capirossi directly sat up and ran off the track, his engine seized.

Porto was inspired at home, and when he finally managed to get his prototype production Yamaha past Nakano's factory bike on lap 22 he ran away easily, to claim a career-best fourth place after a very impressive ride. Nakano was five seconds back at the finish, his only consolation being an easy winner of Rookie of the Year award.

Perugini just managed to hold off Rolfo's private Aprilia at the finish, with Anthony West eighth after losing touch at the finish. Manako had been with him at the midpoint, but faded for a lonely ninth; while German rookie Alex Hofmann managed to keep his private Honda ahead of countryman Ralf Waldmann, who never did get to grips with the track.

Again, the championship was already won by Rossi with 309 points. Ukawa ends up second with 261 points and Capirossi was third with 209. Nakano's bad day left him fourth with 207 points, then came Perugini's 151 and Waldmann's 131.



125cc GRAND PRIX

With Azuma out almost from the start, Melandri had only to worry about Alzamora, and at first it seemed he might be safe as he moved past the fast-starting Locatelli to lead from lap six to the finish. And he was pulling away convincingly, two seconds ahead by lap 10, and still stretching.

Alzamora was fifth a lap or two before that, but one by one his companions dropped out. Cecchinello was unaccountably attacking Melandri and nearly knocked him off as he crashed, Locatelli was outpaced after half-distance, and Ueda faded until he fell into the hands of a battling Manuel Poggiali and Gino Borsoi, at which point he also crashed.

Now came that extraordinary last lap, with its angry outcome - Locatelli saying only: "I didn't want to get involved," after ending up a second adrift.

Meanwhile, Poggiali fell, leaving Borsoi to a save fourth, with Mirko Giansanti way back in fifth and Simone Sanna claiming Rookie of the Year for sixth.

There were only 13 finishers, with Steve Jenkner also crashing out, and American two-race rookie Jason di Salvo falling on the first lap.

Alzamora ended up with no race wins, but 227 points; Melandri brought his victory total to five for the season, but had just 226 points. Azuma was stuck in third on 190. *CN*

Autodromo Oscar A. Galvez
Buenos Aires, Brazil
Results: October 31, 1999 (Final Round)

125cc QUALIFYING: 1. Masao Azuma (1:50.160); 2. Marco Melandri (1:50.438); 3. Emilio Alzamora (1:50.638); 4. Roberto Locatelli (1:50.671); 5. Manuel Poggiali (1:50.764); 6. Gino Borsoi (1:50.843); 7. Noboru Ueda (1:50.893); 8. Youichi Ui (1:51.205); 9. Jeronimo Vidal (1:51.865); 10. Lucio Cecchinello (1:51.869); 11. Gianluigi Scalvini (1:52.035); 12. Reinhard Stolz (1:52.063); 13. Max Sabbatani (1:52.073); 14. Simone Sanna (1:52.313); 15. Ivan Goi (1:52.362); 16. Steve

(Above) Where is he? Marco Melandri looks back to see where his championship rival Emilio Alzamora is. Melandri waited for the Spaniard on the final lap, then tried to run him off the track. (Right) He was unsuccessful and Alzamora's second-place finish gave him the 125cc World Championship - despite the fact that he didn't win a race all season.

Roberts, again

Rain, wind and wet white lines between them meant that the first day of practice was something of a dummy run. Nonetheless it had the same name at the top of the list as on Saturday, when the final session was dry and significantly faster. That name was Kenny Roberts Jr., who took his fifth pole to win the qualifying World Championship - the next best is Tadayuki Okada, thrice fastest, and second in Argentina to the Suzuki.

"The Suzuki's package is good, and we had the best bike out there today," said Roberts. "But with only one dry session we don't have a race setup yet, and we're going to have to make the bike better, to match the other guys, because they'll be doing the same."

He held his advantage throughout, with the usual scramble at the end of the session as people threw on new tires, and threw caution to the wind. Okada topped the usual close batch - second to 11th was within a second - but repeated an almost universal complaint.

"It was just a matter of getting my head down," Okada said. "We still have many things to do to make the bike right."

Alex Criville was next, after a high-speed crash had destroyed one of his bikes and bruised his chest. He was also a late arrival among the fast times, but said: "With the title settled, I am enjoying racing just for the fun."

Max Biaggi was another late-comer up front, still fiddling with suspension then giving it all in the last minutes to push Jurgen van den Goorbergh's MuZ down to lead the second row, from Norick Abe, two-time crasher Carlos Checa, and Nobuatsu Aoki.

Juan Borja led the third row from Alex Barros, John Kocinski and Jose Luis Cardoso's V-twin. An off-form Sete Gibernau led row four, complaining of suspension problems and placing just two tenths ahead of Mark Willis, 14th on the best Modenas - David De Gea was 20th, and Mike Hale 22nd out of 24 qualifiers.

Tetsuya Harada was also unable to conquer the conditions and shortage of time, down in 16th, with Anthony Gobert one place behind. But the controversial young Australian MuZ rider was suffering from stomach problems and did not show up for race-morning warm-up. His entry was thus withdrawn.

Valentino Rossi also crashed on the white lines during 250cc qualifying, but his new chassis and engine parts, not to mention his talent, were enough for the champion to displace longtime leader Olivier Jacque by just two thousandths of a second.

"I don't need to win, but I race because I enjoy it, and for my team," he said, denying rumors that after failing to qualify on the wet first day he had happily made plans to go home early. "I missed the short dry time - there is no other reason," he said.

Jacque was not confident for the race.

"The Yamaha can do a good lap time, and there are many places to overtake here under braking. But we lack acceleration, so as at Brazil all I can do is follow the other riders," he said.

Stefano Perugini was alongside.

"We have discovered a new chassis setting with a different fork offset that works really well," he said. "I am sorry we didn't find it at the beginning of the year."

Alongside him, for the first time on the front row, was Argentine rider Sebastien Porto, full of praise for the prototype production Yamaha that has boosted his results in the latter part of the season.

"I've raced on this track before in National events, but we use a shorter layout, so it's not a matter of track knowledge," he said.

jenkner (1:52.405); 17. Mirko Giansanti (1:52.538); 18. Arnaud Vincent (1:52.823); 19. Randy de Puniet (1:52.896); 20. Angel Nieto Jr. (1:52.965); 21. Frederic Petit (1:53.231); 22. Pablo Nieto (1:53.464); 23. Kazuto Sakata (1:53.628); 24. Robbin Harms (1:54.151); 25. Jason Di Salvo (1:54.387).

250cc QUALIFYING: 1. Valentino Rossi (1:45.844); 2. Olivier Jacque (1:45.846); 3. Stefano Perugini (1:46.238); 4. Sebastian Porto (1:46.330); 5. Franco Battaini (1:46.701); 6. Tomomi Manako (1:46.713); 7. Tohru Ukawa (1:46.744); 8. Robeto Rolfo (1:46.764); 9. Shinya Nakano (1:47.097); 10. Ralf Waldmann (1:47.117); 11. Jeremy McWilliams (1:47.261); 12. Loris Capirossi (1:47.335); 13. Masaki Tokudome (1:47.644); 14. Luca Boscoscuro (1:47.843); 15. Julien Allemand (1:47.892); 16. Alex Hofmann (1:48.021); 17. Fonsi Nieto (1:48.199); 18. Jason Vincent (1:48.245); 19. Scott Smart (1:48.294); 20. Johan Stigefelt (1:48.399); 21. Anthony West (1:48.415); 22. Maurice Bolwerk (1:48.494); 23. David Garcia (1:48.931); 24. Matias Rios (1:49.619); 25. Jarno Janssen (1:49.967); 26. Gabriel Borgmann (1:50.053); 27. Diego Pierluiggi (1:50.307); 28. Markus Barth (1:50.989); 29. Leandro Mulet (1:52.381); 30. Leandro Giuggia (1:52.477).

500cc QUALIFYING: 1. Kenny Roberts (1:44.354); 2. Tadayuki Okada (1:44.718); 3. Alex Criville (1:44.782); 4. Max Biaggi (1:44.854); 5. Jurger van der Goorbergh (1:45.000); 6. Norick Abe (1:45.020); 7. Carlos Checa (1:45.056); 8. Nobuatsu Aoki (1:45.158); 9. Juan Borja (1:45.291); 10. Alex Barros (1:45.363); 11. John Kocinski (1:45.444); 12. Jose Luis Cardoso (1:45.881); 13. Sete Gibernau (1:46.016); 14. Mark Willis (1:46.266); 15. Haruchika Aoki (1:46.322); 16. Tetsuya Harada (1:46.471); 17. Anthony Gobert (1:46.523); 18. Garry McCoy (1:46.634); 19. Regis Laconi (1:46.783); 20. David De Gea (1:46.784); 21. Sebastien Gimbert (1:47.129); 22. Mike Hale (1:47.595); 23. Michael Rutter (1:48.331); 24. Steve Martin (1:48.362).

125cc GRAND PRIX: 1. Marco Melandri (Hon); 2. Emilio Alzamora (Hon); 3. Roberto Locatelli (Apr); 4. Gino Borsoi (Apr); 5. Mirko Giansanti (Hon); 6. Simone Sanna (Hon); 7. Gianluigi Scalvini (Apr); 8. Ivan Goi (Hon); 9. Pablo Nieto (Der); 10. Randy de Puniet (Apr); 11. Max Sabbatani (Hon); 12. Frederic Petit (Apr); 13. Robbin Harms (Apr).
Time: 42 min., 37.380 sec.
Distance:23 laps, 62.031 miles
Average Speed: 87.32 mph
Margin of Victory: 0.219 sec.
Fastest Lap: Marco Melandri, 1:50.140/88.15 mph

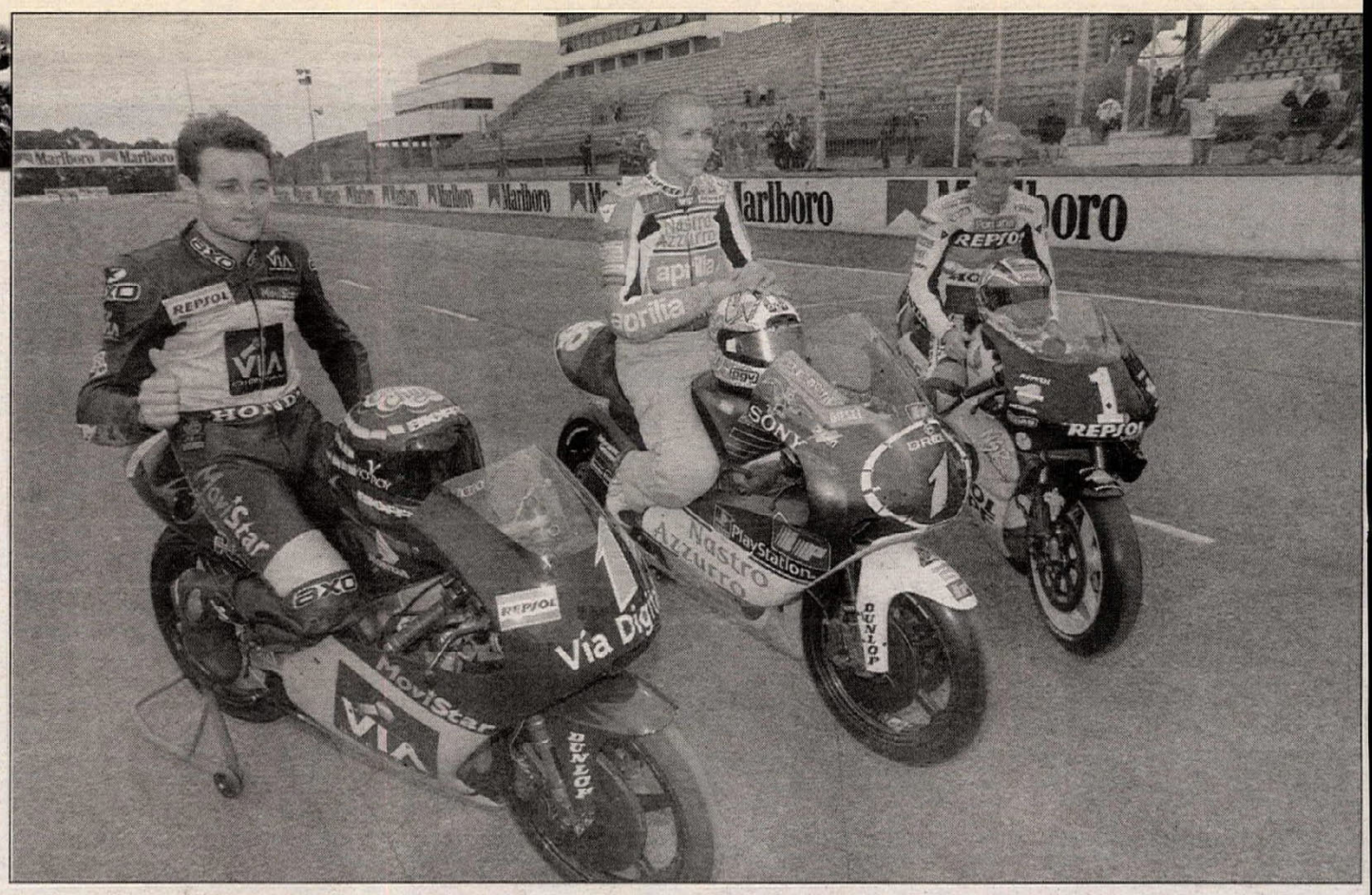
250cc GRAND PRIX: 1. Olivier Jacque (Yam); 2. Tohru Ukawa (Hon); 3. Valentino Rossi (Apr); 4. Sebastian Porto (Yam); 5. Shinya Nakano (Yam); 6. Stefano Perugini (Hon); 7. Roberto Rolfo (Apr); 8. Anthony West (Hon); 9. Tomomi Manako (Yam); 10. Alex Hofmann (Hon); 11. Ralf Waldmann (Apr); 12. Jason Vincent (Hon); 13. Scott Smart (Apr); 14. Fonsi Nieto (Yam); 15. Masaki Tokudome (Hon); 16. Jarno Janssen (Hon); 17. Maurice Bolwerk (Hon); 18. Johan Stigefelt (Yam); 19. Leandro Mulet (Hon); 20. Leandro Giuggia (Yam).
Time: 44 min., 34.817 sec.
Distance: 25 laps, 67.425 miles
Average Speed: 90.746 mph
Margin of Victory: 9.236 sec.
Fastest Lap: Olivier Jacque, 1:45.734/91.826 mph

500cc GRAND PRIX: 1. Kenny Roberts Jr. (Suz); 2. Max Biaggi (Yam); 3. Norick Abe (Yam); 4. Carlos Checa (Yam); 5. Alex Criville (Hon); 6. Sete Gibernau (Hon); 7. John Kocinski (Hon); 8. Alex Barros (Hon); 9. Juan Borja (Hon); 10. Jurgen van der Goorbergh (Muz); 11. Tetsuya Harada (Apr); 12. Regis Laconi (Yam); 13. Garry McCoy (Yam); 14. Mark Willis (Mod); 15. Haruchika Aoki (Hon); 16. Jose Luis Cardoso (Hon); 17. Sebastien Gimbert (Hon); 18. Mike Hale (Mod); 19. Michael Rutter (Hon); 20. Steve Martin (Hon).
Time: 47 min., 23.710 sec.
Distance: 27 laps, 72.819 miles
Average Speed: 92.185 mph
Margin of Victory: 2.033 sec.
Fastest Lap: Kenny Roberts, 1:44.781/92.661 mph

125cc WORLD CHAMPIONSHIP FINAL POINT STANDINGS: 1. Emilio Alzamora (227); 2. Marco Melandri (226/5 wins); 3. Masao Azuma (190/5 wins); 4. Roberto Locatelli (173/2 wins); 5. Noboru Ueda (171/1 win); 6. Gianluigi Scalvini (163/2 wins); 7. Arnaud Vincent (155/1 win); 8. Simone Sanna (123); 9. Lucio Cecchinello (108); 10. Gino Borsoi (106); 11. Youichi Ui (84); 12. Mirko Giansanti (66); 13. Ivan Goi (61); 14. Kazuto Sakata (56); 15. Steve Jenkner (54); 16. Jeronimo Vidal (47); 17. Manuel Poggiali (46); 18. Randy de Puniet (26); 19. Max Sabbatani (21); 20. Hideyuki Nakajoh (20); 21. Alessandro Brannetti (20); 22. Angel Nieto Jr. (16); 23. Pablo Nieto (15); 24. Katsuji Uezu (11); 25. Frederic Petit (9); 26. Reinhard Stolz (9); 27. Kazuhiro Kubo (7); 28. David Mico (7); 29. Minoru Nakamura (6); 30. Klaus Nohles (5); 31. William de Angelis (4); 32. Robbin Harms (3); 33. Antonio Elias (2).

250cc WORLD CHAMPIONSHIP FINAL POINT STANDINGS: 1. Valentino Rossi (309/9 wins); 2. Tohru Ukawa (261/2 wins); 3. Loris Capirossi (209/3 wins); 4. Shinya Nakano (207/1 win); 5. Stefano Perugini (151); 6. Ralf Waldmann (131); 7. Olivier Jacque (122/1 win); 8. Franco Battaini (121); 9. Sebastian Porto (98); 10. Jeremy McWilliams (83); 11. Jason Vincent (70); 12. Anthony West (66); 13. Luca Boscoscuro (66); 14. Roberto Rolfo (62); 15. Tomomi Manako (52); 16. Alex Hofmann (51); 17. Marcellino Luchi (49); 18. Masaki Tokudome (37); 19. Naoki Matsudo (21); 20. Daijiro Katoh (11); 21. Julien Allemand (11); 22. Tatsuya Yamaguchi (10); 23. Fonsi Nieto (10); 24. Toshihiko Honma (6); 25. Lucas Olivier (6); 26. Scott Smart (5); 27. Johan Stigefelt (4); 28. Jamie Robinson (4); 29. David Garcia (4); 30. Jarno Janssen (2); 31. Tekkyu Kayo (1).

500cc WORLD CHAMPIONSHIP FINAL POINT STANDINGS: 1. Alex Criville (267/6 wins); 2. Kenny Roberts Jr. (220/4 wins); 3. Tadayuki Okada (211/3 wins); 4. Max Biaggi (194/1 wins); 5. Sete Gibernau (165); 6. Norick Abe (136/1 win); 7. Carlos Checa (125); 8. John Kocinski (115); 9. Alex Barros (110); 10. Tetsuya Harada (104); 11. Regis Laconi (103); 12. Juan Borja (92); 13. Nobuatsu Aoki (78); 14. Garry McCoy (65); 15. Haruchika Aoki (54); 16. Jurger van der Goorbergh (40); 17. Mick Doohan (33); 18. Simon Crafar (19); 19. Sebastien Gimbert (16); 20. Luca Cadalora (14); 21. Shinichi Itoh/Yukio Kagayama (9); 23. David DeGea (8); 24. Markus Ober (7); 25. Anthony Gobert/Josie Luis Cardoso (6); 27. Michael Rutter (5); 28. Jean Michel Bayle (4); 29. Noriyasu Numata/Mark Willis/Mike Hale (3); 32. Jamie Whitham/Steve Martin (2).



Champions all: The newly crowned World Champions. (From left to right) Emilio Alzamora, Valentino Rossi and Alex Criville.

Briefly...

Spain will erupt on Tuesday, November 2, with 25,000 people expected to meet the country's first-ever World Champion **Alex Criville** on his return from Argentina at Barcelona Airport, and 10,000 ecstatic bikers at the Catalunya circuit outside the city, before yet another official reception in his home town of Seva. Criville, who wrapped up the title last weekend in Rio, is only the second rider in history to win titles in the 125 and 500cc classes. The other was British racer Phil Read.

Alex Barros set another record in Argentina - becoming the first 500cc rider ever to make 100 consecutive race starts.

Racing's favorite bad boy **Anthony Gobert's future GP career** is in doubt yet again after he failed to arrive for race-morning warm-up - to the surprise of his hitherto-supportive MuZ team. It turned out the 24-year-old Australian was sick in bed, after complaining all weekend of stomach problems. A terse statement from his team blamed "food poisoning and increasing stomach cramps" for his absence, with Gobert quoted as saying: "I am very sorry for the team because I really would have liked to finish the year on a high note - but I feel so sick and weak that I can't even come to the track today." Gobert, sacked by Suzuki in 1997 after testing positive for marijuana, hopes to stay with MuZ next year, after opportunities in World Superbikes slipped away over the past weeks, but team boss Rolf Biland said: "There is only a very small chance he will be with our team next year."

Max Biaggi's new crew chief for next year will be fellow Italian **Fiorenzo Fanali**, who will replace Mike Sinclair. The New Zealander is expecting to retire from GP racing after 20 years at the highest levels, though he said he might be tempted to consider an offer from Yamaha to take on an overall technical role, if the fee was sufficiently large. Fanali previously worked for the factory Yamaha team with Eddie Lawson, then with the same rider at Cagiva before moving to Yamaha's World Superbike team.

White-line fever gripped the paddock for a second South American race after several 500cc riders **crashed** in the first practice session for the Argentine GP. Kenny Roberts was the first, followed by Norick Abe and Carlos Checa, and the politically motivated American immediately arranged a meeting between all the 500 riders and Dorna managing director Carmelo Espeleta. The riders emerged from behind closed doors all smiles, with not only a promise to try and improve the conditions at the Buenos Aires track, but also to arrive at an effective standard that would prevent problems in the future. Mick Doohan's season and possibly career were finished when he crashed after touching a white line in half-wet conditions at Jerez, and Roberts also crashed there that same afternoon for the same reason. "We arranged the meeting because we want to fix this problem," said Roberts. "The white lines are very dangerous right now at a lot of tracks, as we saw at Jerez." The riders found a sympathetic ear with Espeleta, he continued. "He was already on the same path as us. We gave him some ideas and he gave us some backup, and Michelin is all for helping us, testing different paints with their tires, using simulating machines," said Roberts.

Track officials attacked the offending Argentinean **paint** with blow-torches and high pressure hoses, working until 4 a.m. on Saturday - but new champions Alex Criville and Valentino Rossi both crashed for the same reason on the second day of practice.

Kenny Roberts was back at the Argentine GP, after an absence of two months following a heavy crash while trail riding at home in Montana. The former three-time World Champion and founder of the Modenas team broke five ribs and a wrist and said, "I never hit the ground as hard as that throughout my racing career." He had little comfort for Modenas fans. "We're still looking for backing for next year for the team, but I would be just as happy for the Banbury workshop to operate as an engineering facility, and just come to the races to watch Kenny (Jr.)," he said. But he planned to build the awaited Mk3 version of the three-cylinder motor anyway by the end of the year, whether or not the team will race the bike. The Mk3 motor is shorter and lighter than the current Mk2 version, which solved reliability problems of the first, but introduced handling problems because of its excessive length.

Roberts denied rumors that he would take up the job as **Riders' Representative**, in the wake of the white-line controversy. Asked if he had been formally approached, he said only, "No comment."

There was surprise at an FIM announcement that they are going into the **gambling business**. From the Argentinean GP, Internet users were able to play "Motorplay," betting online by credit card up to an hour before the race, with a minimum stake of 1.5 Euros for "a minimum of two columns corresponding to two combined classes - 500/125 or 500/250, with prizes plus jackpots for the top scores. For more detail contact the FIM Web site. The surprise comes from the fact that the FIM are also official stewards of the GP meetings, responsible for sporting decisions. Some clash of interests is suspected.

Race director and IRTA chief executive **Paul Butler** was a big-time loser at the Argentinean GP. Three years ago, he bet Team Padgett's boss Peter Padgett $500 that the Modenas would win a race within its first three years. "If I was really mischievous, I would tell everyone he'd promised to give it to Riders for Health," said a philosophical Butler. "But he's suggested we should drink his winnings together instead."

The future of the **Argentinean GP** is in serious doubt, even though it is on next year's calendar, after lackadaisical promotion and bad weather kept the crowds down to pitiful levels. But though many expect the Malaysian GP to be put in its place, Dorna managing director Carmelo Ezpeleta expressed doubts also about that, because of the lack of spectators. "It's important to be able to show full grandstands on television for the image of the sport - that is why we accept some poor conditions in other respects at the Sachsenring, for example."

Four-stroke regulations for the year 2002 will be announced within a couple of weeks, according to Ezpeleta. "The manufacturers are in agreement, and we expect the FIM to finalize details and make an announcement very shortly," he said.

Aprilia has suspended work on their V-four 500 machine pending final news on the four-strokes in the class, according to race-department boss Jan Witteveen. "It is difficult to make a big commitment to a V-four in these circumstances," he said.

British Superbike rider **Chris Walker** is earmarked for a new 500cc team, with sponsorship ready and waiting, according to several high-level leaks around the paddock. Tuning guru Erv Kanemoto is earmarked to run the team, and it might also mean that a British terrestrial TV broadcaster, Channel Five, will show the GPs live. The only thorny problem remains supply of a motorcycle for the popular rider.

Italian teenager **Manual Poggiali** will ride a 125cc Derbi next season, according to a press release issued by the team. But there is controversy over the decision, since Aprilia is also in contact with the young rider. He had not signed a contract yet, admitted Derbi, because at 16 he is not legally qualified to do so.

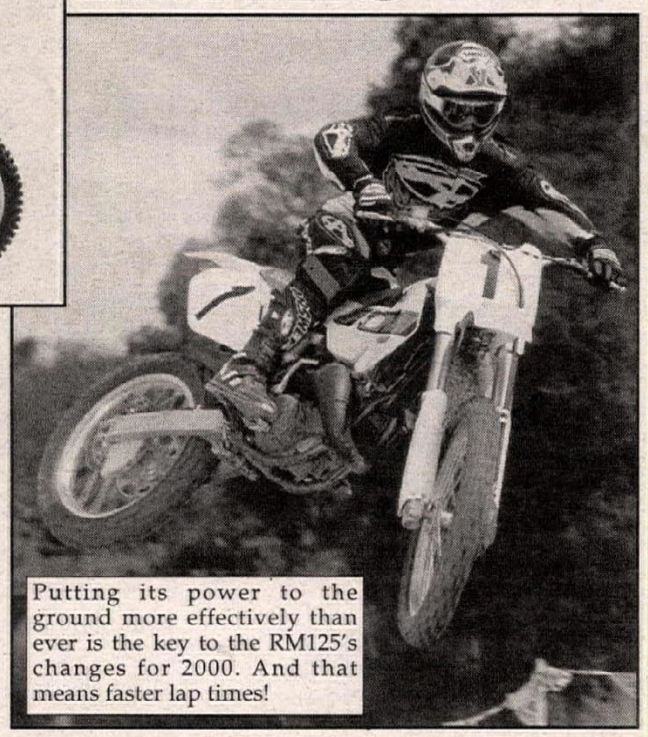
Valentino Rossi will decide his racing future a day or two after returning to Italy from the South American races. He must decide between joining Honda in the 500cc class, or staying for one more year with Aprilia on the 250. "I decided to wait until the championship was over before making my decision," he said. Fellow Italian Marco Melandri has also yet to commit, but is currentlyexpected to stay in the 125cc class next year.

See The Championship-Winning RM At Your Participating Suzuki Dealer.

2000 Suzuki RM Born to Win

Can you say dominate? Well, that's exactly what RM-mounted riders did last year. All over the United States. Their mission: leave'em in the dust and ask questions later. It started with Suzuki's supremacy in the AMA Arenacross series. This grueling championship places a premium on sheer performance and ultimate reliability. Both the RM125 and RM250 were up to the task. Team Suzuki then charged into the AMA Supercross series with a significant number of victories and podium finishes. Finally, Suzuki's own multi-time world champion Greg Albertyn capped off a phenomenal year with total control of the AMA 250cc Motocross National Championship. Perhaps the toughest series in all of professional racing, the AMA Motocross series truly separates the men from the boys. So there you have it. Three series with clear-cut success in each. That's how you define dominate, and these are the machines that made it happen.

RM125



Putting its power to the ground more effectively than ever is the key to the RM125's changes for 2000. And that means faster lap times!

Bad news for the competition. The new RM125 is modified inside and out to help you carve out faster lap times than ever.

The key to its increased performance is an assortment of changes designed not only to crank out more power, but also to put that power to the ground more controllably than ever. Modified port shape and timing, a new reed valve that uses reinforced carbon fiber, and greater crankshaft inertia are among the many changes that ensure more tractable power delivery. And check out the new exhaust pipe. It's a true factory replica, engineered for maximum high-rpm punch. While low-end power has always been excellent, this year the carburetor features a bypass-starter system to make low-speed throttle control even more precise. Your reward for all these changes comes when you get out on the track, where you'll find the new power characteristics let you step it up when everyone else starts to fade. With these changes, the new RM125 gives you the power to set the pace....holeshot to checkered flag!

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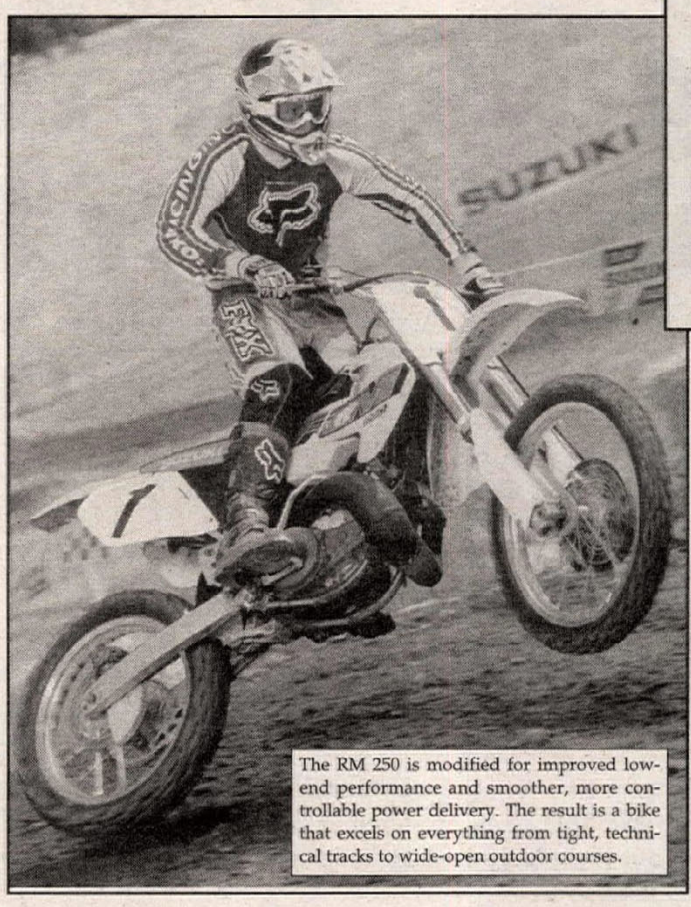
RM250



The RM 250 is modified for improved low-end performance and smoother, more controllable power delivery. The result is a bike that excels on everything from tight, technical tracks to wide-open outdoor courses.

This year, the RM250 is modified to give you a clear-cut advantage blasting out of corners. It has modified port shape and timing, and the exhaust-valve breather control has a new solenoid valve installed midway in the breather hose connected to the exhaust valve chamber. These changes give the engine better low-end power and instant throttle response. And that's not all. The crankshaft is modified for less inertia, and there's increased primary compression, which helps produce smoother and stronger acceleration throughout the powerband.

Last year the RM250 featured a new generation of inverted Twin Chamber forks, and they are a key part of the RM's phenomenal performance on all kinds of courses. They offer the smooth responsiveness of conventional forks combined with the superior strength and rigidity of inverted forks. For 2000, the forks have a modified spring rate and longer rebound stroke, a welcome refinement when you're accelarating hard and the front wheel is dancing lighty over the stutter bumps. The new RM250 for 2000. It gives you your best chance at leading from the first lap on - or passing your way into the lead when you have to!

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Scott Parker's St. Helen trail ride

Parker's favorite National

By Scott Rousseau

ST. HELEN, MI, OCT. 17

Okay, I admit it. I'm lost.

I have hit the same mud puddle in the same turn for either the third or fourth time now - I'm not sure which. Worse than that, I can't remember whether I was banking right or left the last time that I hit it. Worse yet, I can't remember whether this is the third or fourth time that I have been lost today. And to think that it all started out so innocently...

I had finally accepted a long-standing invite by reigning AMA Grand National Champion Scott Parker to meet him at his home in Swartz Creek, Michigan, and then make a trek upstate with him and about 75 of his closest friends to the deep woods of the St. Helen ORV Park to partake in what has become the traditional "last National" of the AMA dirt track season: the St. Helen National trail ride. After three years of letting this assignment or that menial home task get in the way of my joining the infamous last ride of the season for the Michigan Mafia, and given the fact that Parker was using the occasion to celebrate his retirement, I figured that this was the right time to go. It had seemed like a good idea, especially since Parker had comandeered a trick, Tom Morgan Racing-motored Yamaha YZ250 from his friend and current AMA 40+ Amateur National Motocross Champion Craig Pickett for me to thrash. How could I go wrong? Now, lost under a canopy of old-growth forest like an unwilling extra in the Blair Witch Project, I was beginning to realize that, at some point, I had.

This was Sunday. I had actually arrived at the Parker mansion on Thursday evening. As if in some twisted little form of prophecy, Parker forgot that I was coming, and thus was nowhere to be found. The whole house was dark, in fact, meaning that not only did I have to wait, I had to wait outside. No matter, I thought. I'll just run next door to Parker's pal Kreg Bigelow's place, hook up with Kreg and wait it out. Same deal. Nobody home. I would later learn that this was the one night that the Parker and Bigelow clans chose to go out for a late dinner.

Scott, Wanda and the kids finally pulled into the driveway at close to 10 p.m., at which point Parker hit me with the anticipated, "Hey, I thought you said you were coming *blah, blah, blah, blah...*" At any rate, Parker, Bigelow and I headed into Parker's shop, which housed Parker's 1999 Honda CR250 with the hauntingly familiar number 11 on its plates. I had spied the same machine during a previous visit, but something must have happened between now and then. The formerly pristine CR looked like it had been dropped from a two-story building into a mudhole. Aside from the filth, the subframe was bent, the sprockets were rounded and missing teeth, and the chain was stretched tighter than Luciano Pavarotti's vocal chords during a rendition of *Vita Sbagaliatta*, or something like that. No matter, Bigelow got on the case and somehow turned the pumpkin into a coach before midnight, completing all but one chore; Parker did the filter. Meanwhile, I was bored, so I decided to phone Pickett and harass him a little.

"What gearing you got on there?" I queried.

"Stock."

"Well, you're going to have to go a couple of teeth taller than that if I'm gonna ride it."

"Huh?"

"What about the suspension?"

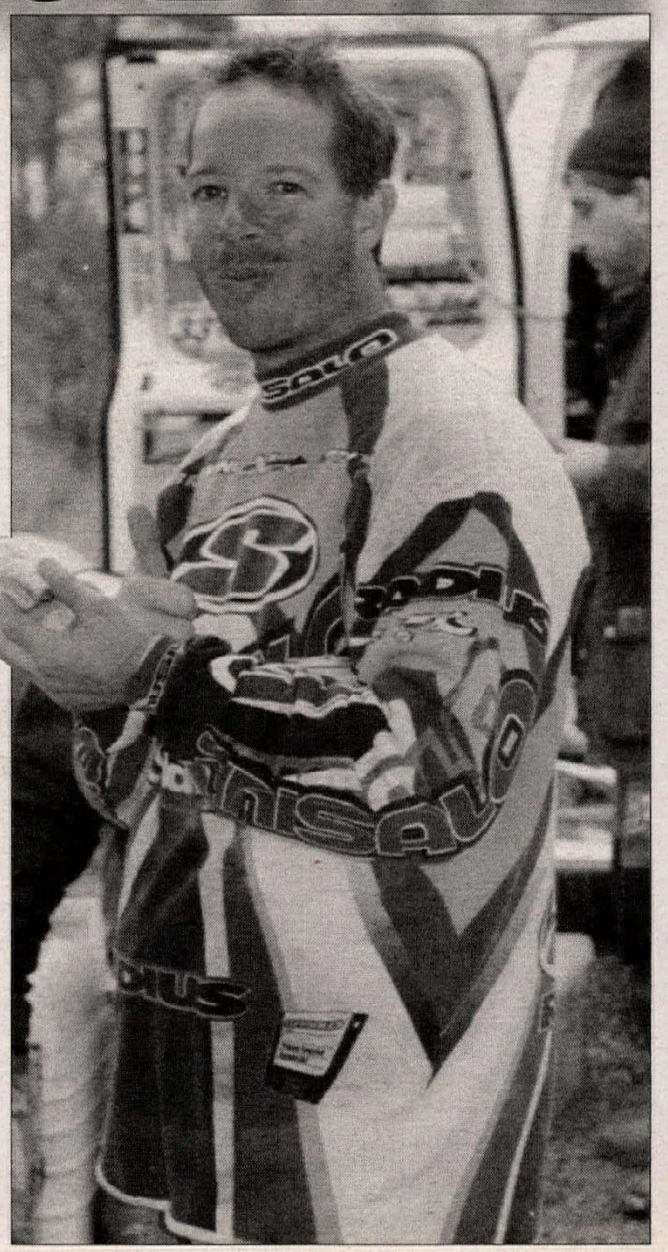
"I had so-and-so do it. It's perfectly set up for a 150-pounder."

"Yeah, that's too soft, so get right on it. And by the way, my number is 68, so make sure you have that on the plates."

"Who is this really?"

We hit the road the next evening, Parker, Mafia don Don Schopieray and I making about half the trek, caravaning in a group before making the traditional dinner stop at Tony's Restaurant for a heart attack of a BLT that, I swear, was built with about a pound of bacon. After another hour of driving, we hit St. Helen at around 10 p.m. checking into our motel and then driving over to Dave Cook's (aka "The Cooker") for an evening... and morning... of partying around a huge bonfire. Most of the racing celebrities who were scheduled to take part in our ride were already there. Easily recognizable guys like Jay Springsteen, Steve Beattie and Bryan Bigelow (who probably shouldn't drink so much at once) were rubbing elbows with stars from other forms of the sport, such as Larry Pegram and Brian Swink. This little festival supposedly broke up about 3:30 a.m. Saturday morning, when Cooker reportedly looked up and found out he was the only one around.

Feeling very much like a cat had slept in my mouth, I awoke on Saturday morning to find Parker and Schopieray getting ready to head out to the ORV park. After



One week after retiring from a full-time dirt track schedule, Scott Parker unwound by gathering up about 75 of his closest friends to take part in the annual "St. Helen National" trail ride in upstate Michigan. Originally founded by Jay Springsteen, the event basically consists of two full days of riding and partying.

a slow breakfast, we made our way out to the campsite, where I was introduced to Pickett's meticulously prepared Yamaha YZ250 - complete with flat rear tire. With the group getting ready to head out onto the first trail, I leaped into panic mode, wondering if Pickett even knew that the tire was flat. I would later find out that another of Parker's buds, Mark Cheza, had decided to have a little fun with me. I still owe you one, Chez.

The St. Helen ORV Park features some of the most awesome trails that you will ever attempt. Its XX miles of scaborous sandy serpentine single track sections double back so many times that it is easy to get lost. Especially if you're having a tough time keeping up with the herd. About five us had that problem on the first ride, with the few stragglers running out of fuel and requiring a chase truck to return for them. I, of course, made it back to camp, thanks to the YZ's miserly fuel consumption - just in time to go out for the second ride of the day and get lost again. After rumbling, bumbling and stumbling around in the woods for what seemed like three hours, I finally had the presence of mind to wheelie back through the town of St. Helen in order to reach the ORV park.

"Hey man, that's illegal," Parker later said, me not understanding whether he meant against the law or simply against the rules. Was there some sort of game afoot here?

It is ritual that Saturday night always be an in-town drinkfest at the Cedar Inn bar in "downtown" St. Helen. As an added feature this year, however, I got to witness a bitchin' gang fight that was more or less initiated when Swink put a WWF-style hip toss on some guy who was harassing the chick that he had been dancing with. Too late, the other combatant realized that he had gotten himself involved in a round-robin slugfest with almost every other member of the Mafia group, none of whom got arrested "cuz nobody saw nothin', know what I'm sayin'?" Anyway, I hitched a ride back across the street to the motel with Kreg Bigelow, who claimed that he had drunk himself sober... Right.

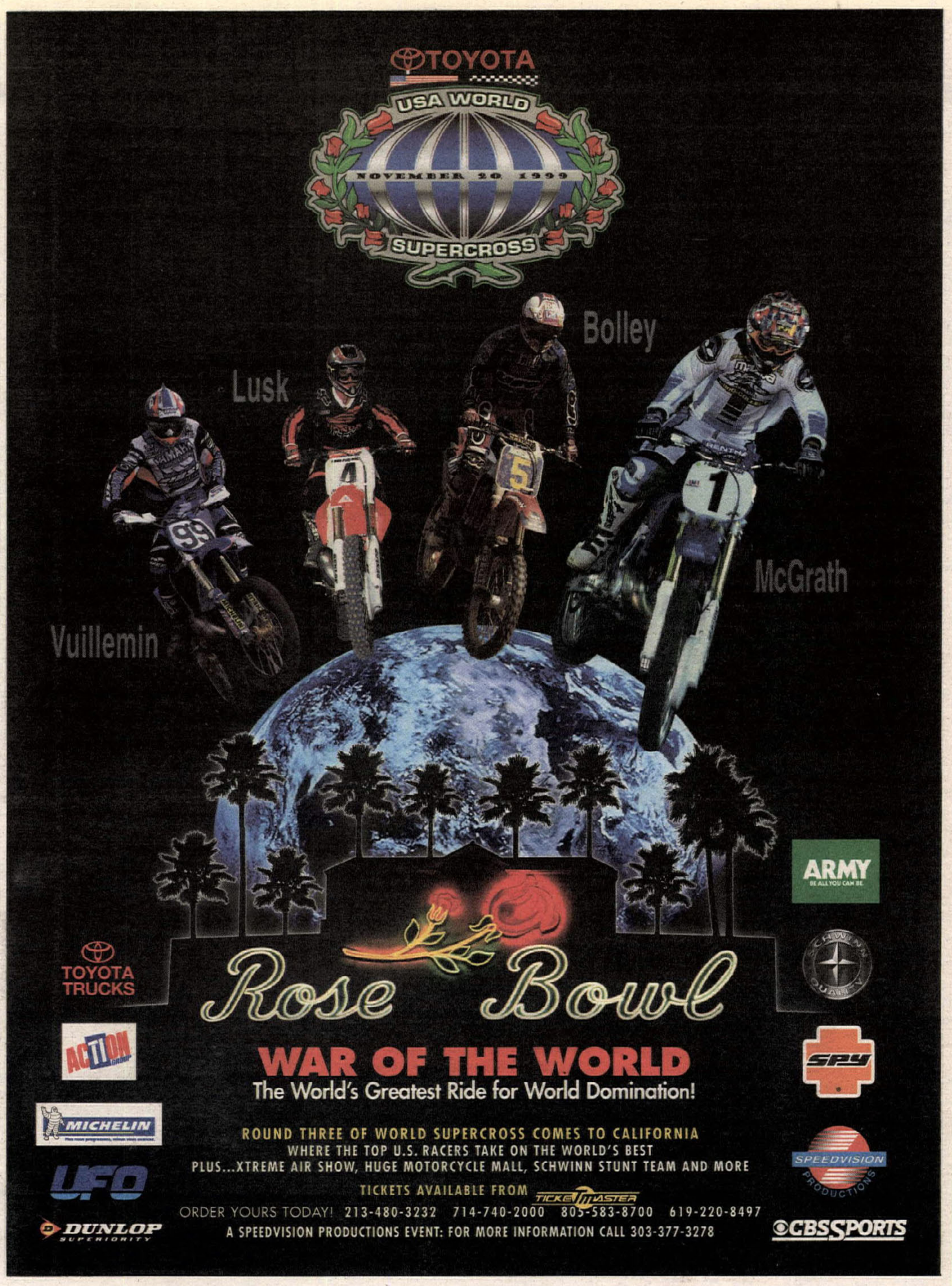
Sunday morning, and that cat had apparently brought friends, but this time I was the first one up. The first ride of Sunday morning was spent watching one of Parker's 12-year-old nephews try to annihilate himself with a borrowed CR250 that clearly was brawnier than he was. After pulling the kid out of a tree, we decided to send him down a trail that led back to camp. Then the pace picked up again. And I got lost.

With the aid of some guy who was not riding in our group but at least knew who we were - or more the point *where* we were - I was the last one to make it back to camp for the third straight time, and I began to catch a hint that the rest of the boys were finding a bit of humor in my getting lost. Seeing a bunch of them rolling around on their backs and pointing at me in outright laughter was the first clue.

Even through the gnarliest of all the terrain that I had yet seen (I don't think that this final trail had been used in about five years), I did not get lost on the fourth and final ride of the weekend, which still somehow left me feeling lost.

Overall, it was a great time, and I want to thank Scott Parker, Craig Pickett, Don Schioperay, Kreg Bigelow, Springer, Cooker, Mark Cheza and the rest for showing me a really good time, Michigan style. I may just have to make plans to show up to the St. Helen National again next year.

Oh, get lost. CN



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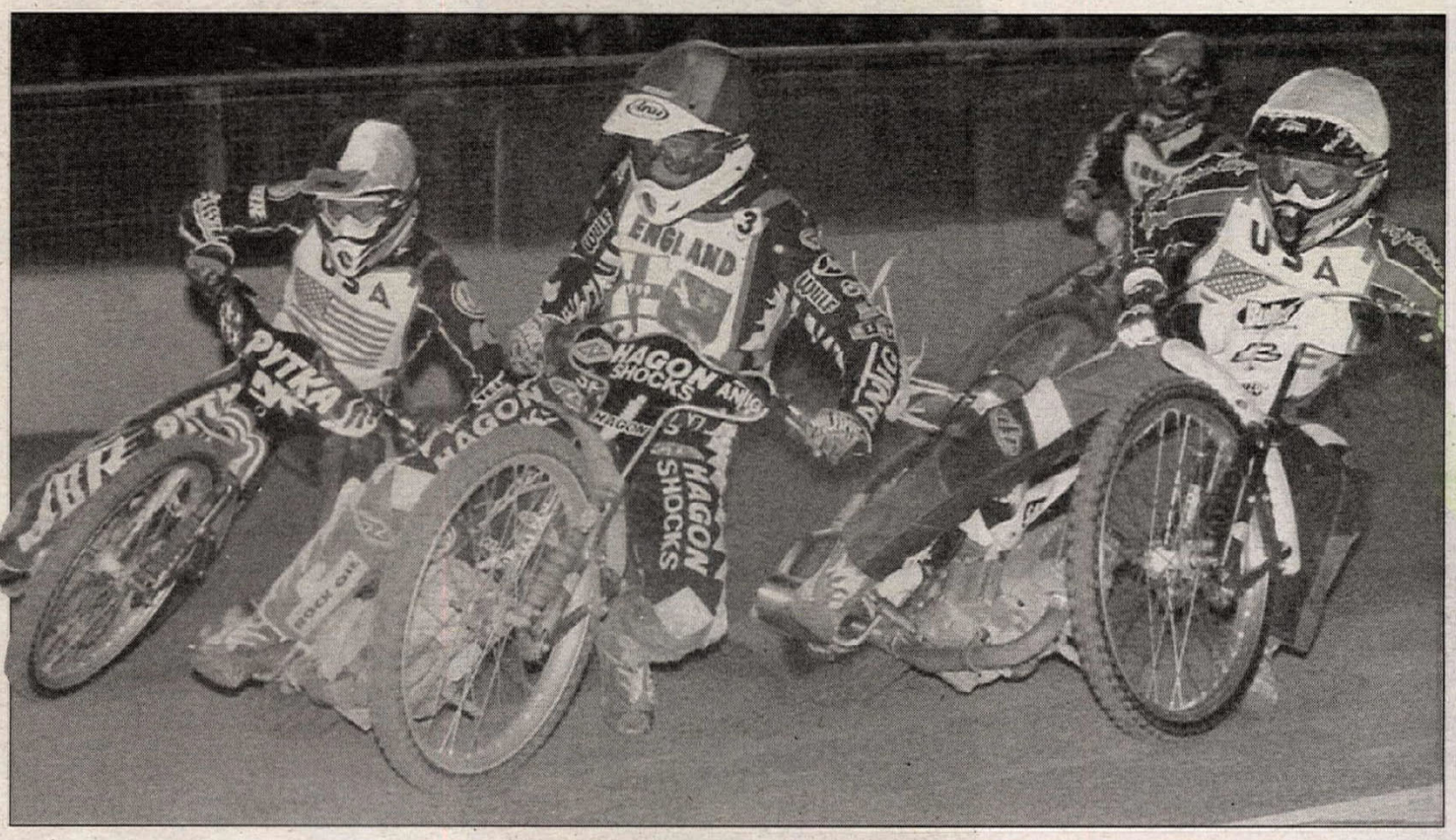
Rounds 1 & 2: Eastbourne & Wolverhampton, England

USA VS. ENGLAND TEST SERIES

By John Hipkiss



TIE breaker

(Above) Led by Joe Screen (3) Team England came back from its first-round defeat at the hands of Team USA to beat the Yanks, 48-42 in Wolverhampton, England to force the rubber match in the Test Match Series. The third round at Ipswich was called due to rain and the fact that Team USA was too injured to continue. (Right) Happier days: Team USA revels in their win at the first round of the Test Match Series in Eastbourne on September 18. Both Greg Hancock and Sam Ermolenko would subsequently suffer injuries that would end their season.

IPSWICH, ENGLAND, OCT. 23

Frustration surrounded the scheduled three-race England vs. USA Test series as rain put an end to any hopes of producing a winner.

The third and final match at Ipswich Speedway was postponed eight hours before the scheduled start time because of heavy and constant rain. And that washed out any chances of finishing the rubber match, as both Josh Larsen and John Cook had already gotten their flights booked for the home journey.

But the USA team was down to the minimum, anyway. "Sudden Sam" Ermolenko's season ended in disappointment when he broke his wrist in a horrifying high-speed crash at Hull. During the Elite League match with Coventry just one night before the Ipswich test, he hit the fence coming out of the fourth turn at full throttle. The crowd held its collective breath as Ermolenko lay on the track, and he was taken to the hospital with neck, shoulder and wrist damage.

"It's a disappointing way to end the season, but I have to be happy with what I've done all year," Ermolenko said. "I had a change of British clubs, and that's always hard, but things went well for me, and I'm determined to do it all again next year. It was disappointing to see the last test washed out at Ipswich. I would have liked to have seen the boys go on and win the series, but at this time of year, the weather is always unpredictable. I guess we just ran out of options when it comes to the team, and we had little choice but to not run the final test."

Greg Hancock was already out of the final two tests with a broken scaphoid sustained while riding for his Elite League club, Coventry.

SECOND TEST
MONMORE GREEN STADIUM

The English team ensured they would take the test series down to the wire after a convincing team performance against America at Wolverhampton on October 18. Joe Screen was the star of the show, with three straight wins to put Dave Jessup's men in control, from which point they never looked back. However hard they tried, The American team could not make any progress in pulling back the early deficit, thanks to some sharp gating and determined racing from the England boys.

England made a good start to the match with impressive wins for skipper Chris Louis and Screen. Screen was pushed hard by Billy Hamill in heat two, but showed his liking for the Monmore track by keeping the Grand Prix Challenge winner at bay. The former Wolves favorite still knows the fastest way around Monmore, and he proved that by keeping out Mark Loram with a superb ride in heat three.

Screen was also involved in one of the best races of the night when he timed his move superbly to pass Brent Werner on the last bend of heat five, and this kept England just ahead at an important stage of the match. Werner, who rides for the Premier League's Team Workington, used the width of the track to block out Screen, but the English rider did enough to have the edge in a thrilling finish.

England took a serious grip on the contest with a maximum 5-1 in heat eight from Screen and David Norris as they blocked out the threat of Ermolenko.

And Ermolenko was involved in more drama when he took his Hull teammate Screen to the fence in a spectacular heat 11. Screen looked set to pass Ermolenko, but the Californian took him to the fence coming out of the third turn, and only Screen's skill kept him on the machine. There was nothing nasty about this, simply superb racing at high speed.

England secured the victory with two successive shared heats in 13 and 14 to put the match beyond America's reach. But the Stars and Stripes finished the meeting in style, with both Hamill and Ronnie Correy riding a superb line to gain a 5-1 over Screen and Paul Hurry. But the result was 48-42, with England always in control. It should have set up the series for a thrilling finish.

FIRST TEST
ARLINGTON STADIUM

Sam Ermolenko dominated the first test at Eastbourne with a vintage performance to inspire an American win on September 18. Ermolenko went through the card and rarely looked as though he were in any trouble as he roared to a 15-point maximum. But his performance was matched by another veteran, John "Cowboy" Cook, who rolled back the years with a superb display which included fast starting, challenging in the first corner, and great motorcycling skills.

Cook won the match for the Americans in heat 14 when he partnered with Josh Larsen to score a 5-1 after Larsen, who has spent the 1999 season at Eastbourne, went from last to second down the back straight on the first lap.

The result put the match beyond England's reach, and it was no surprise when Ermolenko won heat 15 along with Correy to give the score a more emphatic look, the USA taking the match, 51-39. CN

Monmore Green Stadium
Wolverhampton, England
Results: October 18, 1999 (Round 2 of 3)

O/A: 1. England 48 (Joe Screen 11, Mark Loram 9, Chris Louis 9, Paul Hurry 7, David Norris 6, Martin Dugard 6) 2. USA 42 (Ronnie Correy 14, Billy Hamill 9, Sam Ermolenko 8, Josh Larsen 6, John Cook 3, Brent Werner 2).

Arington Stadium
Eastbourne, England
Results: September, 18, 1999
(Round 1 of 3)

O/A: 1. USA 51 (Sam Ermolenko 15, Ronnie Correy 12, Greg Hancock 11, John Cook 8, Josh Larsen 4, Brent Werner 1); 2. England 39 (Chris Louis 9, David Norris 9, Joe Screen 8, Dean Barker 7, Paul Hurry 4, Lee Rickardson 2).

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Congratulations to Brian Brown and all the Team Green riders on a successful season!

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Kawasaki MOTORSPORTS

The new Harley-Davidson factory dirt track team

The new Harley factory team: (Left to right) Mechanics Bill Werner, Craig Lager and new rider Rich King will carry the flag for the Harley-Davidson Motor Company in the 2000 AMA Grand National Dirt Track Series.

It fi

By Scott Rousseau

When Scott Parker's eminent retirement forced the Harley-Davidson factory dirt track team to search the horizon for a new person to take to the ball that is the AMA Grand National Dirt Track Series, speculation came from all corners of the sport as to who might land the coveted glass slipper and join 13-time championship-winning tuner Bill Werner to do battle from within the fortified ranks of the Milwaukee castle.

Well, it is official now: That honor has fallen to none other than Rich King, a 36-year-old veteran whose career is perhaps a Cinderella story all its own. Although King, who calls Dysart, Iowa, home, has been an Expert for some 20 years, he has only been touring with the circuit since 1995. But that relatively short time has been most rewarding, as he has finished second twice - including the 1999 season, where he earned four victories, including his first career Grand National mile victory. It has all come through hard work, intense dedication and preparation. And through it all, he has remained the same personable Iowa boy who dreamed of winning Nationals a mere decade ago - just the thing that factory was looking for when the time came to replace King Parker.

We caught up to both King and Werner just as King was making his first-ever visit to Harley-Davidson's Milwaukee headquarters in order to sign on the dotted line, so we got the chance to speak to both men at once, taking one at a time in order to get their perspecitves on what it is going to take to regain the number-one plate for the factory. As you will see, both men feel pretty optimistic about the upcoming season, although whether this new version of the factory team is the real deal or just a pretender to the throne remains to be seen. It is likely that only the season-ending 2000 Del Mar Mile will reveal whether this King's fairy tale has a happy ending.

RICH KING

Q Obviously you have to be proud and honored to be in this position. This is the first time in over 12 years that Harley-Davidson has chosen a new rider for the factory dirt track racing team, and they picked you. What are your thoughts with regard to being the new guy?

A It's just the fulfillment of another dream that I've had for years. Years ago, I didn't think that I would ever win a National. Then to be a top contender, and now to get hired on as a factory rider... There's only one dream left now. I'm really excited. I wish that we could go racing right now.

Q You turned pro in 1980 or '81, but you have only been racing full time since 1995, so it has been both a long and a short climb to the top, with last year season your best season.

A Well, my first full-time season was 1995, and I wound up finishing second to Scott, but that was a real consistency deal for us. As far as being a front-runner or a threat to win races, that has only come in the last two years.

Q Obviously there is a great tradition of winning with regard to the Harley-Davidson factory team. How would you compare what you bring to the team with, say, the raw talent that was possessed by Jay Springsteen in the '70s or the all-out effort and dominance of Scott Parker in the '80s or '90s? What do you feel that you will bringing to the table?

A I think that I am pretty consistent, and my statistics have shown that. I'm not going to say that I am as talented or more talented than Scott Parker or Jay Springsteen, but I think that I do carry a lot of determination and I work very hard at what I do. I think that the factory has trust in me that I'm not going to go out there and break motorcycles or tear stuff up. I'm going to be there week to week, and I am able to win races, and I want to win the championship.

Q Perhaps in your case, then, the benefit will come in knowing when second place is good enough?

A I think that as the year goes on, when you're racing for a championship and it comes down to the last race, and you and the guy that you're racing with for the championship are one point apart, then I think that you might make a move to take him for the championship. But midseason, you wouldn't make that move. I don't want to go out there and hurt anybody or start running into people. If I'm going to race, I'd just as soon beat someone clean.

Q You had a hand in preparing your own motorcycles last season, and it is pretty clear that they were immaculately finished. Now that you have had the opportunity to go to Milwaukee, meet with Bill Werner and see the factory operation, what are your first impressions?

A I'm impressed. Really impressed. I don't know how else to put it. I've been up here two days, and I am in awe. I've seen stuff that gets done here that we just didn't do. There are many reasons why it didn't get done, but it didn't. A lot of it is fresh to me. I've always had good equipment and good people to prepare that equipment, but I'm at the elite stage now. These guys live this. Bill knows every aspect of the motorcycle. He knows exactly how the suspension works, he knows each component of the shocks, the forks, the motor. Before, I always had to rely on this company or that company to do this or that. They did good jobs for me, but they weren't aware of the whole package. The big asset here is that you have two guys in Bill and Craig that know every aspect of the motorcycle, and they work well together. I've learned a lot in just two days.

Q As far as your rap with Bill Werner goes, he and Scott Parker had a dialogue all their own, because I think it is no secret that Parker isn't the greatest mechanic to ever land on the planet. You, on the other hand, have been preparing your own equipment on a very consistent basis for a lot of years - especially with regard to the chassis. Do you get the impression that you and Bill are speaking the same language with regard to bike setups?

A I think so. We may have different ways of getting the same thing done, but it doesn't matter if the overall picture is the same. We've already gone over certain setups that I like, and we'll go to the races with a game plan. Bill is as motivated as I am, and he wants to win like I do. If his setup is better than mine, then we'll run his setup.

Q Are you looking forward to the public-relations side of the job. You know, getting involved with the Harley owners and Harley dealers?

A The PR part of it, I don't even look as that as being a job. I think that is a lot of fun. You get to meet a lot of great people, and I enjoy signing autographs and all of that. I don't have any problem with that at all. I want people to be proud of me because I'm proud of where I am and who I am riding for.

Q So if there is one thing that seems pretty obvious, it is that there already appears to be a high degree of compatibility between Rich King and Bill Werner.

A Definitely. This is not the same transition like I made last year. When I went from the Honda to the Harley, I had no idea what I was getting into, and it took me a while to get the thing set up to where I could ride it. Now I'm going to another Harley, and the setup is already there. A lot of the homework is already done. And I get along great with Bill Werner. I've had a good time in Milwaukee, and I'm really impressed with him. I've got a lot more to learn than Bill Werner does. He's got several championships, and I don't have one, but that's my focus. Nothing is guaranteed, but if it happens, I'm going to be on top of the world.

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BILL WERNER

Q So let's talk about your new life with Rich King. You've been with Scott Parker for 15 years, so this has got to feel kind of weird when you think about it now.

A It's different, no question about it. It's a real unusual feeling. But, you know, I guess it would have been a lot different if he (Parker) had gotten shit-canned and you got another guy. In this case, he just chose to retire. It's not like, 'Well, you've got to work with this guy because we're going to get rid of that guy.' That's an entirely different feeling. You obviously have feelings of loyalty toward the rider. Then again, in most cases, mechanics are glad to see a rider go. That wasn't the case here. Like I've said before, I'm happy for him because he got out in one piece and he's got some money in the bank. The whole experience was hopefully a positive one for him because it was for me. I'm just really happy for him. And it's not like he's going to go totally away. He's going to race maybe a couple of times next year, and we'll have a bike for him.

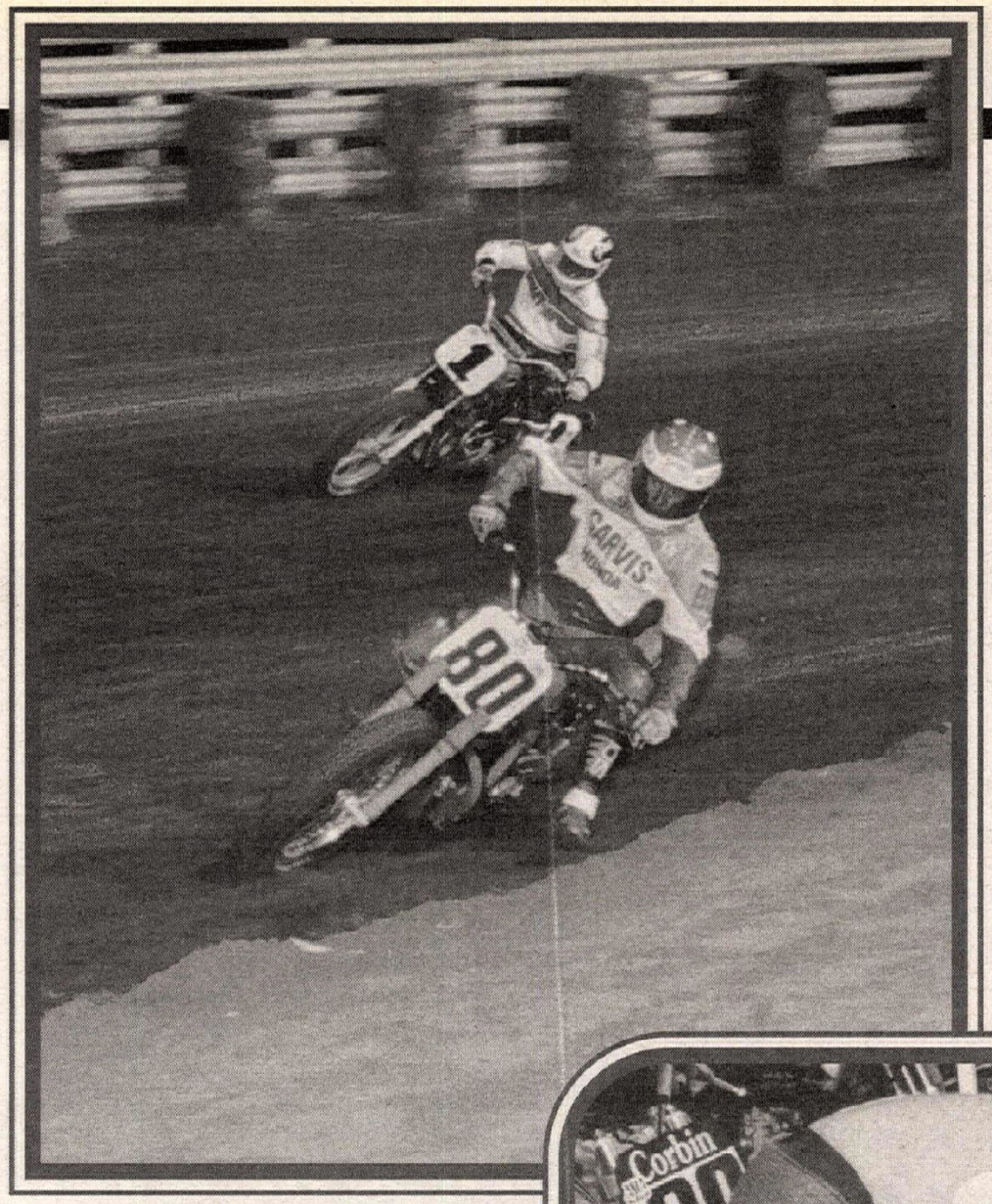
Q Before this deal was signed, you obviously had the chance to observe Rich. What were your impressions of him from that outside perspective?

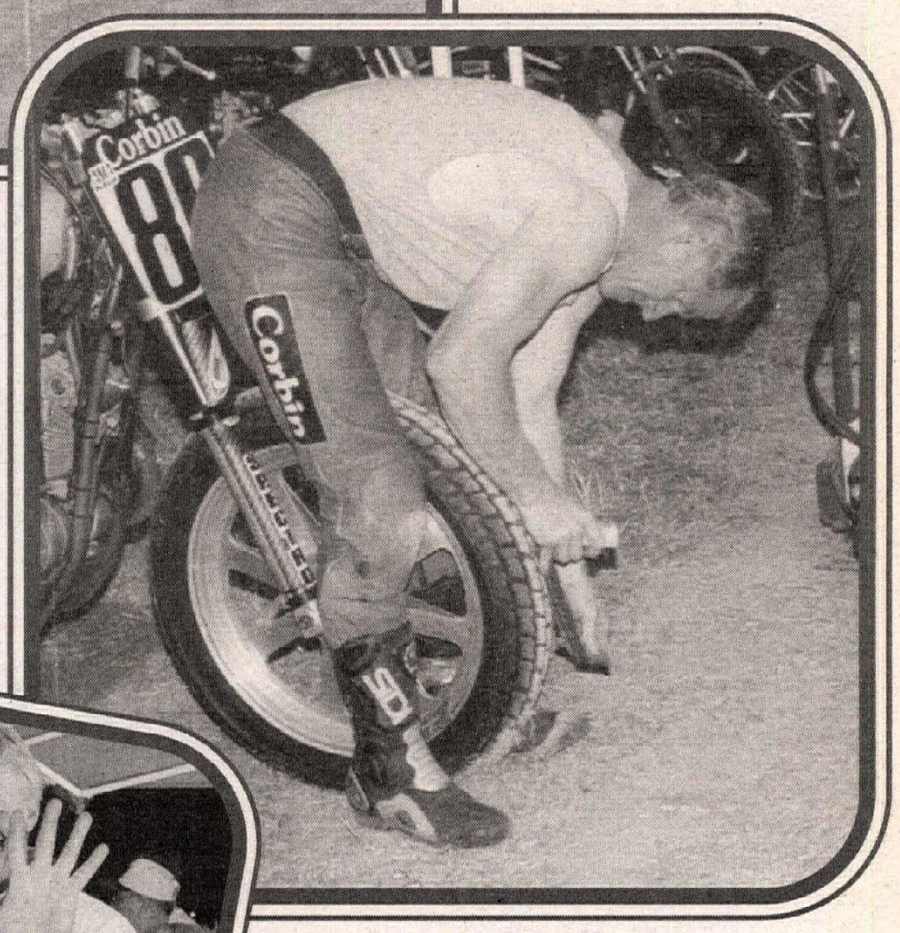
A Well, obviously he has done some very impressive things on the track, and he has a demeanor off the track that is equally professional. You watch guys over the years, and this year I was especially observant because it wasn't a matter of "What if?" It was a matter of "When?" So you watch how people conduct themselves and you watch how they race. He has been impressive in both arenas.

Q You've already had your first series of meetings with him with regard to next year's program. What if any differences have you noticed about their desired setups or approaches?

A Actually, my initial impression is that they have dissimilar riding preferences, so I guess it's just going to become a question of how soon I can adapt to him. Our role is not to build bikes and have the guys adapt to us. Our role is to adapt to the riders and try and compliment what they're trying to do. So I've got some challenges in being able to understand what he's trying to do and compliment it - and Craig (Lager) for that matter too. We're here to try to make him do the best he can. But certainly meeting with him and evaluating what his preferences are goes a long way toward starting that dialogue. I think that we have already made some significant gains in that regard, and I think that we understand his preferences. It's going to be interesting because they do have different riding styles and preferences.

Q You mention the dialogue between the two of you. Obviously that's different, because with you and Parker that dialogue was sometimes reduced to grunts and whistles (Werner laughs), but you still knew where each other was coming from, and you were usually successful. Rich, on the other hand, has been setting up his own motorcycles for a very long time, and he probably has some very definite ideas on how they should be set up. Do you see that as being a help or a hindrance in the long run?





(Top) King (80) battles with friend - and now teammate - Scott Parker (1) at Knoxville, Iowa, in 1995. In King's first full season as a pro, he finished second to Parker in the title race. (Right) With King used to preparing his own equipment, both he and Werner have no worries of developing a dialogue. (Below) Werner needs both hands and one foot to count his 13 series titles as a tuner, but there are two more little piggies on the right foot, waiting to be used. He is confident that he and King can earn another title in 2000.

A Very a much a help. Rich quite frankly brings a lot to the table. He has some insight as to what he does (on the track), and he can communicate those well. Like I said, the challenge for us to adapt and do the best that we can for him. He has already done a lot for himself, and if worse comes to worst we can always say, "Here's the shit, go do it yourself," and I know that he can survive in that environment. The best thing for us to do will be to build him a bike that is similar to what he has had, and then build him another bike that is like a "what if" where we try some different things that maybe he isn't used to.

Q Thirteen championships for you, and 129 wins. Does this feel like this is "starting over" for you?

A Not really, because I know a lot more than I did 129 wins ago. It's not like I'm starting from ground zero. The challenge is going to be to understand another person and another person's personality, and to know when he is having a good day or a bad day and how you can help from there. The nuts and bolts of it are pretty easy; it's the pyschological stuff that I think that will be the learning curve for Craig and myself. I really don't think that it's going to be a Herculean challenge. It's probably going to be a lot of fun. Rich and Scott get along with each other, so I think that they will interact well when Scott does come and ride.

Q And there is still a chance that there will be another full-time rider joining the team, correct?

A That is still a clearcut possibility.

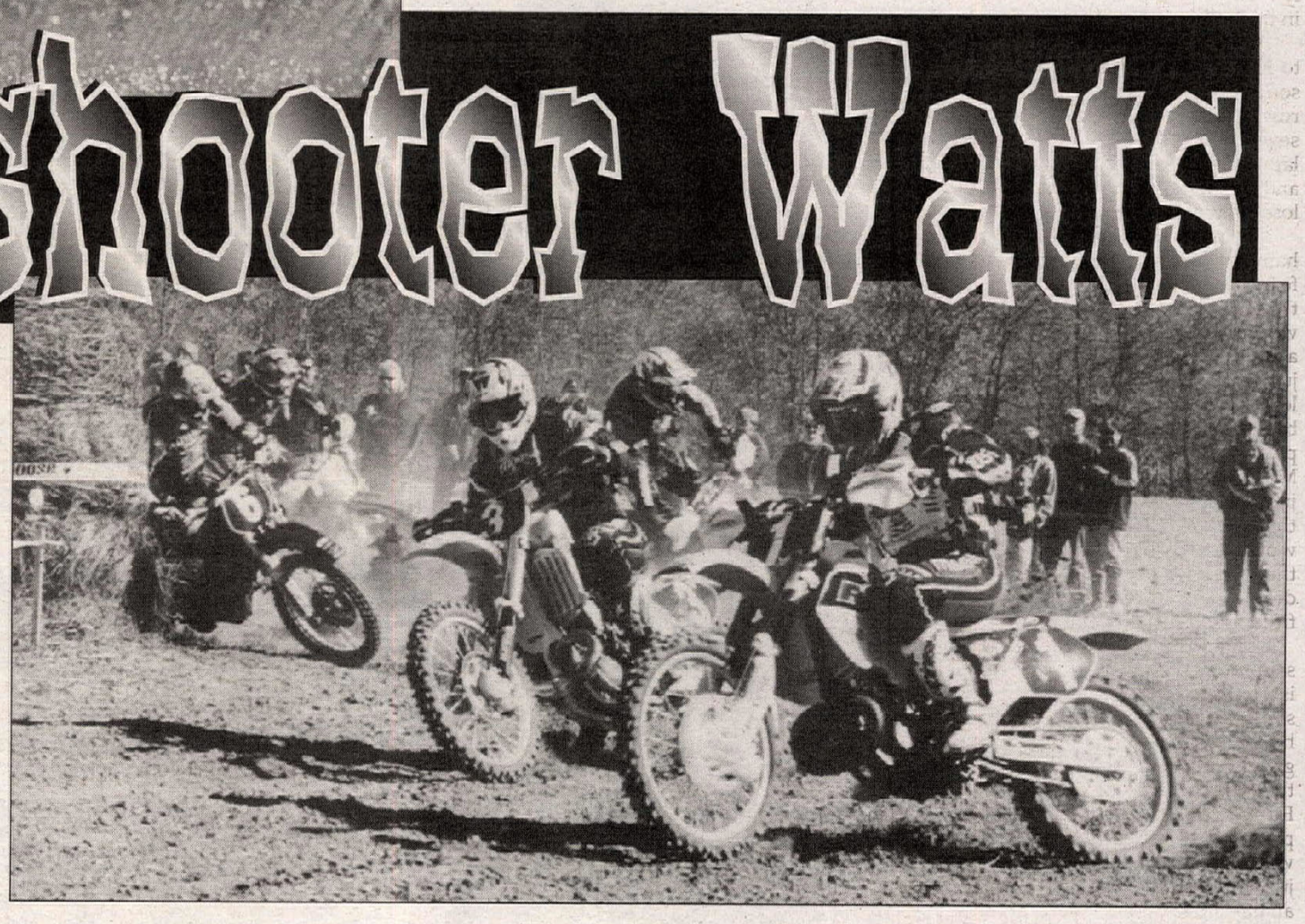
Q So in terms of the championship next year, are you going to treat this as a learning year with Rich?

A Absolutely not. We are going to go out and try and win the championship. That's why we do this. That "learning year" stuff is nice, but Rich wants to win the championship and so do we here at Harley-Davidson. There is going to be a lot of tough competition - Chris Carr is going to be really tough - but we're not going to approach this as a case of, "Let's go to school and do the best we can do." The best we can do is win, and that's what we're going to do. CN

Round 13: Ironman GNCC

GRAND NATIONAL CROSS COUNTRY SERIES

Six-shooter Watts



By A.R. Flatbush

CRAWFORDSVILLE, IN, OCT. 24

Team KTM's Shane Watts claimed his sixth win of the 1999 Grand National Cross Country series and jumped to fourth in points at the season finale. The likable Australian and his 125cc KTM survived a three-hour battle with newly crowned GNCC Champion Rodney Smith and former Enduro champ Mike Lafferty to take the lead with three miles to go and ultimately win by 23 seconds. Although the championship had already been decided, the race provided plenty of action and drama, as only half of the 23 Pro starters finished the Ironman GNCC.

Wattsy's win earned him bragging rights for the next three or so months, as the 2000 series won't start until next spring, and it proves that his win in Uhrichsville, Ohio, was no fluke. Watts has seemingly put his knee injury behind him. The injury forced him to miss four rounds and pull out of two others during the year. This win launched the 125cc pilot from seventh to fourth on the year, despite only scoring points at seven rounds in the best-nine-of-13 series. Watts has a second to go with his six-pack of firsts, while Smith's second-place finish in Indiana let him "throw away" a third and increase his nine-round total to 175 (four firsts, five seconds).

The cornfield start sent each row around two huge hay-bale 180s and two 90s before heading into the woods. Smith and Andrews battled for the holeshot with Watts, Lafferty, Barry Hawk, Robbie Jenks, Chuck Woodward and Paul Edmondson hot on their tails. Team Green's Jimmy Jarrett and Yamaha's Doug Blackwell tangled in the second turn and were out of the top 20 going into the woods, but they both turned up the wick and quickly caught the pack. The hare scrambles champ, Blackwell, had clawed his way into the top 10 midway into the first lap, with Jarrett dropping his teammate Andrews to 10th after capitalizing on miscues.

Lafferty led the first trip through the barrels ahead of Smith and Watts, each a second apart. Hawk had his YZ400F Yamaha in fourth, seven seconds off the lead trio but three seconds ahead of SCR Yamaha's Jenks. Woodward was sixth on his KX250. Next came Edmondson, Blackwell and Jarrett. As Watts, Smith and others did not walk the course beforehand, the first lap was a conservative 29-something for the top 16 Pros; then the second dropped to 26:59 for leader Watts and very low 27s for the next six players - Lafferty, Smith, Hawk, Blackwell, Edmondson and Andrews. But it was AM/PRO Yamaha's Randy Hawkins who turned the fastest lap, a 26:55, to move up to ninth.

For the second race in a row, Team Green Kawasaki rider Fred Andrews, second in series points, led early only to succumb to bike damage and drop out of the event. After battling with Smith for the holeshot and the early lead, Andrews almost simultaneously crimped his throttle cable and smashed his pipe during an encounter with a twig early in the third lap. He was forced to settle for a season total of 165 points.

"I caught a twig on my throttle cable and yanked it wide open," said Andrews, "and I was just starting into a cornfield, so I didn't realize it until I got to the other side and went to shut off the gas. It wouldn't shut off, so I had to throw her into the trees. I had two to choose from, so I picked the smaller one. That smashed my pipe and pretty much ended my day. I tightened up there at first, but the bike was running great, and I loosened up on the second lap - but then tragedy struck."

He had to return to the pits, with no chance of charging to a points-bettering finish. However, his fate was better than Team Suzuki's Steve Hatch, who sits in third on the year. Hatch broke four toes while training in Arizona on Tuesday after an encounter with a TV-sized boulder, and he couldn't attempt to better his best-of-nine total of 160 at Crawfordsville.

(Left) An injury-induced midseason hiatus prevented Shane Watts from winning this year's GNCC title, but the humble Australian was victorious at no less than six rounds, including this final stop. (Below) Newly recrowned champion Rodney Smith (1) and Fred Andrews (3) dice off the start. Smith led late, but settled for second after a crash.

Smith turned the fastest lap of the race on the third go-around, a 26:39, to lead Watts by two seconds and Lafferty by 10 through the scoring barrels. Hawk, on a YZ400, and Blackwell, on a YZ250, also turned in lap times in the 26s, but they had lost the lead trio. Edmondson was on the move and joined the Hawk/Blackwell battle on the fourth lap. Watts led lap four after a lightning-quick pit stop. He led Smith by 12 seconds and Lafferty by 14 at the end of the fourth circuit, but the three would close quarters again on the fifth lap.

Attrition would become brutal on lap four. Until that point, only Josh McLevy, Andrews, Tony Vanet and Kelby Pepper had retired. Randy Hawkins had a seal blow on his rear-brake master cylinder, ending his charge. Fellow four-strokers Jason Cater (on an XR400), Steve Leivan (on a YZ400) and Hawk also ground to a halt.

"It just started sputtering and popping after the second lap," said Hawk. "Finally, it just quit running. It would turn over, but it wouldn't fire, so I hit the carb with a rock and it started. It was still spitting and sputtering, like it was running on a half-cylinder. When I finally got it out of the gully, I was back with the 250cc A riders, so there was nothing I could do but just ride back to the pits."

Jarrett, who had charged from 21st to seventh, had his ride end under similar circumstances on lap six.

"After the pit," Jarrett said, "it started running progressively worse, and then it just quit like it was out of fuel. I don't know what it is, but we'll find out when we tear it down."

Watts and Smith pinned it on the final lap, with the champion leading the fiercest challenger for next season into the final 11 miles. Smith led at the massive uphill and most of the way around the last loop, only to auger in a mudhole at the 8-mile marker. Watts slid by for an easy win with a 26:46 lap time and a victory margin of 23 seconds over Smith and 1:07 on Lafferty. Blackwell, Edmondson, Jenks, Joel Dengler, Blair

Bersano, Shawn Reed and Scott McLaughlin rounded out the top 10.

On the victory podium, Watts and Smith still had on their race faces.

"I finally got a good start," said Watts. "And I sat there and watched Rodney and Mike and had some good fun. I like racing with Rodney. We were having a good time, but it seems every race he just wants to throw it away. I'm not complaining - he rode a really good race, and I'm just happy to be up here."

"Yeah, that's three times I've let him win," countered Smith. "I just pushed it too hard there at the end. I made a super-mistake down at the mudhole, thinking he'd try to go inside me. I should've gone a little wider, where the mud wasn't so deep. I fouled a plug down there. The lap before, I had made the inside move on him at the same spot, but I couldn't hear where he was, so I should've just taken my time in there a little more.

"I just talked myself out of it somehow," Smith added. "The pace wasn't that fast. I had actually lost a minute fixing my brakes and caught back up to them pretty easily."

When announcer John Ayers congratulated Watts on his sixth win, Watts said, "Yeah, six wins, but no championship. Congratulations to Rodney and the other guys. I'll be back, and hopefully I won't bust up again next year; I'll be in there the whole time."

Although Lafferty rode his 250 EXC to his second podium finish of the season, giving KTM two 1-3 podiums in a row, Watts dropped him from sixth to seventh in points. Lafferty led the first lap and kept close company with Watts and Smith for the next four laps, only to lose sight of the lead duo on the last lap.

"These guys were just putting the hammer down on the last lap," said Lafferty, "and I was just trying to stay with them. I felt good, and the bike was working well, but they just turned it up a little too much on the last lap. I was just trying to hang out with them and learn what they were doing - and I did, but I had a couple of bobbles with lappers and they were pretty much gone. My mechanic, Alan (Randt), told me to just ride the bike and have fun, and that's what I've been doing lately. It's working. I wanted to dice it up with them and did for most of the race, but I didn't want to crash back to fourth or fifth, so I just rode a smart last lap."

"Things didn't start out as planned," said fourth-placed Blackwell, whose finish moved him up a notch in the final standings, from ninth to eighth. "I got hung up in the second turn with another guy's wheel and rode like a wild man the first half a lap. I caught back up to Edmondson and Hawk, but the lead pack was already gone. You have to stay with the lead pack, and I wasn't, so we just played catch-up and pushed hard all day long."

"I was going pretty steady," said RM125 pilot Paul Edmondson, who finished fifth. "In this game, you can't afford to lose the leaders. It's got to the stage where you have to push pretty hard early on and get with the lead pack. I fell back some after the gas, then got back some of the time, but once the leaders start freight-training, you're in trouble. Me and Barry were battling it out and had a pretty good pace going, I thought, but we never closed on them. They stayed a good 20 to 30 seconds ahead of us. The pace has gotten pretty fast at the GNCCs these days, and the roots were coming up, and we were hitting them pretty fast. All you can do is hang on. It was a good course, but it was hard work out there."

Watts' win dropped Edmondson from fifth in points to sixth, with Lafferty dropping to seventh.

SCR Yamaha's Robbie Jenks was sixth at the Ironman and ninth on the season.

"I had a pretty good start and was up there in the top five on the first lap," said Jenks. "And then I started a little bit of trouble and had to get smooth again before the gas. The course was fun, and I stayed on the gas all day. My Yamaha has worked great all year, and Tim (Shephard) has worked hard all season. This was my first year as a Pro, and I learned a lot. I'm going to come back next year with more confidence and more (experience) under my belt." **CN**

(Above left) Former Enduro Champion Michael Lafferty was third overall on the day, making it two KTMs in the top three positions.
(Above) Doug Blackwell had trouble off the start and settled for fourth.
(Below) Fred Andrews (3) led early on, but crashed into a tree and was forced to drop out. The former champ was runner-up to Smith in the final point standings.

Ironman GNCC
Crawfordsville, Indiana
Results: October 24, 1999 (Final Round)

O/A: 1. Shane Watts (KTM); 2. Rodney Smith (Suz); 3. Michael Lafferty (KTM); 4. Doug Blackwell (Yam); 5. Paul Edmondson (Suz); 6. Robbie Jenks (Yam); 7. Andy Shea (KTM); 8. Joel Dengler (Suz); 9. Ronnie Burnfield (Suz); 10. Blair Bersano (Suz); 11. Rod Stuckey (Kaw); 12. Shawn Reed (Hus); 13. Aaron Kopp (Suz); 14. Jeff Gregg (Yam); 15. Scott McLaughlin (Yam); 16. Tim Shephard (Yam); 17. Rodney Judson (Hon); 18. John Roth (Yam); 19. Jeff Murgel (Kaw); 20. Steven Gordon (Kaw).

200 A: 1. John Bennett (Yam); 2. Aaron Johns (Kaw); 3. Mike McCrea (Kaw); 4. Joshua Knapp (Kaw); 5. Curt Wilcox (Kaw).

200 B: 1. Brett Zofchak (Kaw); 2. Michael Faulk (Suz); 3. Mike Stapula (Kaw); 4. Todd Morrow (Kaw); 5. David Keith (KTM).

250 A: 1. Andy Shea (KTM); 2. Ronnie Burnfield (Suz); 3. Rod Stuckey (Kaw); 4. Aaron Kopp (Suz); 5. Jeff Gregg (Yam).

250 B: 1. Scott Guinter (G-G); 2. Brian Wright (Kaw); 3. Ryan Wuebbeling (Yam); 4. Sean Clayton (Kaw); 5. Matt Weis (Yam).

4-STRK A: 1. Darius Lattea (Yam); 2. Ronald Johnson (Hon); 3. Marty Michels (Hon); 4. Mike Capodice (Yam); 5. Bryan DeSimone (Yam).

4-STRK B: 1. Shane Munger (Yam); 2. Mark Fox (Suz); 3. Marshall Young (Hon); 4. Mike Villers (Yam); 5. Todd Mount (Yam).

OPEN A: 1. Dave Gunn (Hon); 2. Jeff Melik (Yam); 3. Mark Adkins (KTM); 4. Chad Coon (KTM); 5. John Kealey (Hon).

OPEN B: 1. John Rentschler (KTM); 2. Ryan Barrett (KTM); 3. Bradley Smith (KTM); 4. Kris Aldridge (KTM); 5. Benjamin Smith (Hon).

PRO: 1. Shane Watts (KTM); 2. Rodney Smith (Suz); 3. Michael Lafferty (KTM); 4. Doug Blackwell (Yam); 5. Paul Edmondson (Suz).

SR (40+) A: 1. Jeff Fredette (Kaw); 2. Michael Holbert (Yam); 3. Mike McCarren (Yam); 4. Rick Thompson (Kaw); 5. Rick Kent (Yam).

SR (40+) B: 1. Robert Hudnall (Kaw); 2. Mark Mihalik (Kaw); 3. Andrew Wells (Hon); 4. James Vicheck (Yam); 5. J.D. Hammock (Kaw).

VET (30+) A: 1. Tim Shephard (Yam); 2. Rodney Judson (Hon); 3. Jeff Murgel (Kaw); 4. Dennis Decker (KTM); 5. Richard Burbick (G-G).

VET (30+) B: 1. Russell Bain (Hon); 2. Ray Owens (KTM); 3. Curtis Rehmert (Suz); 4. David Powell (Hon); 5. Ron Rehmert (Suz).

125/200 C: 1. Brian Melik (Kaw); 2. Scott Watkins (Kaw); 3. Justin Fluharty (KTM); 4. Eric Spencer (KTM); 5. Thomas Grogg (Yam).

250/OPEN C: 1. Tim Siptz (Hon); 2. Len Kapton (KTM); 3. Jason Sloan (Kaw); 4. Mark Brooks (Kaw); 5. Samuel Allen (Kaw).

4-STRK C: 1. David Mihalko (Hon); 2. David Riel (Hon); 3. Michael Reed (Yam); 4. James Chapman (Yam); 5. David Frailey (Kaw).

MORNING O/A: 1. Mike Kiedrowski (Suz); 2. Mark Hyde (Suz); 3. Alan Randt (KTM); 4. Shane Nalley (Suz); 5. Terry Mealer (Yam); 6. Tim Siptz (Hon); 7. Len Kapton (KTM); 8. Brian Melik (Kaw); 9. Wayne Beatty (Yam); 10. Jason Sloan (Kaw).

SR (40+) C: 1. Bradley Kokowski (Yam); 2. Douglas Noll (Hon); 3. Steve Futo (KTM); 4. Rodney Frecker (Hon); 5. Joe Klingensmith (Yam).

SPTSMN: 1. Mike Kiedrowski (Suz); 2. Mark Hyde (Suz); 3. Alan Randt (KTM); 4. Shane Nalley (Suz); 5. Dale Stegall (Yam).

S/SR: 1. Terry Mealer (Yam); 2. Wayne Beatty (Yam); 3. Terry Flynn (Hon); 4. Jack Falbo (Kaw); 5. Dave Likens (KTM).

VET (30+) C: 1. Ronald Hartman (KTM); 2. David Vandecar (KTM); 3. Richard White (Yam); 4. Johnnie Hall (Suz); 5. Mark Willman (Suz).

MINI INT (12-13): 1. D.R. Atwood (Suz); 2. Justin Dyke (Kaw); 3. Travis Green (Kaw); 4. Joshua Gaitten (Kaw); 5. Justin Miller (Yam).

MINI JR: 1. Christopher Bach (Kaw); 2. Thad Duvall (Suz); 3. Tony Hall (Suz); 4. Brian Guenther (Yam); 5. Bradley Spevock (Suz).

MINI SR (14-15): 1. Joshua Whisnant (Hon); 2. Michael Teeter (Kaw); 3. Aaron Johnson (Kaw); 4. Josh Patton (Kaw); 5. Brad Wilson (Hon).

YTH O/A: 1. D.R. Atwood (Suz); 2. Joshua Whisnant (Hon); 3. Justin Dyke (Kaw); 4. Michael Teeter (Kaw); 5. Travis Green (Kaw); 6. Joshua Gaitten (Kaw); 7. Aaron Johnson (Kaw); 8. Christopher Bach (Kaw); 9. Justin Miller (Yam); 10. Josh Patton (Kaw).

WMN: 1. Bonnie Hamrick (Yam); 2. Lori Kennel (Kaw).

GNCC SERIES POINT STANDINGS (After 13 of 13 rounds): 1. Rodney Smith (175/4 wins); 2. Fred Andrews (165/1); 3. Steve Hatch (160); 4. Shane Watts (139/6); 5. Barry Hawk (139); 6. Michael Lafferty (138); 7. Paul Edmondson (137); 8. Doug Blackwell (122); 9. Robbie Jenks (114); 10. Joel Dengler (109).

Briefly...

Mike Kiedrowski rode Steve Hatch's RM250 in the Industry class before the GNCC to get his feet wet, so to speak. After battling with **Mark Hyde** (Smith's mechanic), **Alan Randt** (Lafferty's mechanic) and former and future mechanic **Shane Nalley**, the "MX Kied" notched his first GNCC victory. Kiedrowski had only ridden a couple of times before the Ironman, and he's stoked with the team's RM250s. He's even more stoked with the level of commitment Suzuki is putting into the DRZ400 he'll campaign next year. "They're even going to put a titanium shock spring on it!" Kiedrowski said.

After riding an XR280 on his farm on Saturday, **Scott Summers** decided his hip was still too tender for him to contend at Crawfordsville, so he didn't attend. He's spending the next few weeks testing the new XR650R with Honda Japan and developing it into a winning woods weapon. Honda-sponsored **Tory Bostrom** also did not attend, nor did his brothers Ben and Eric.

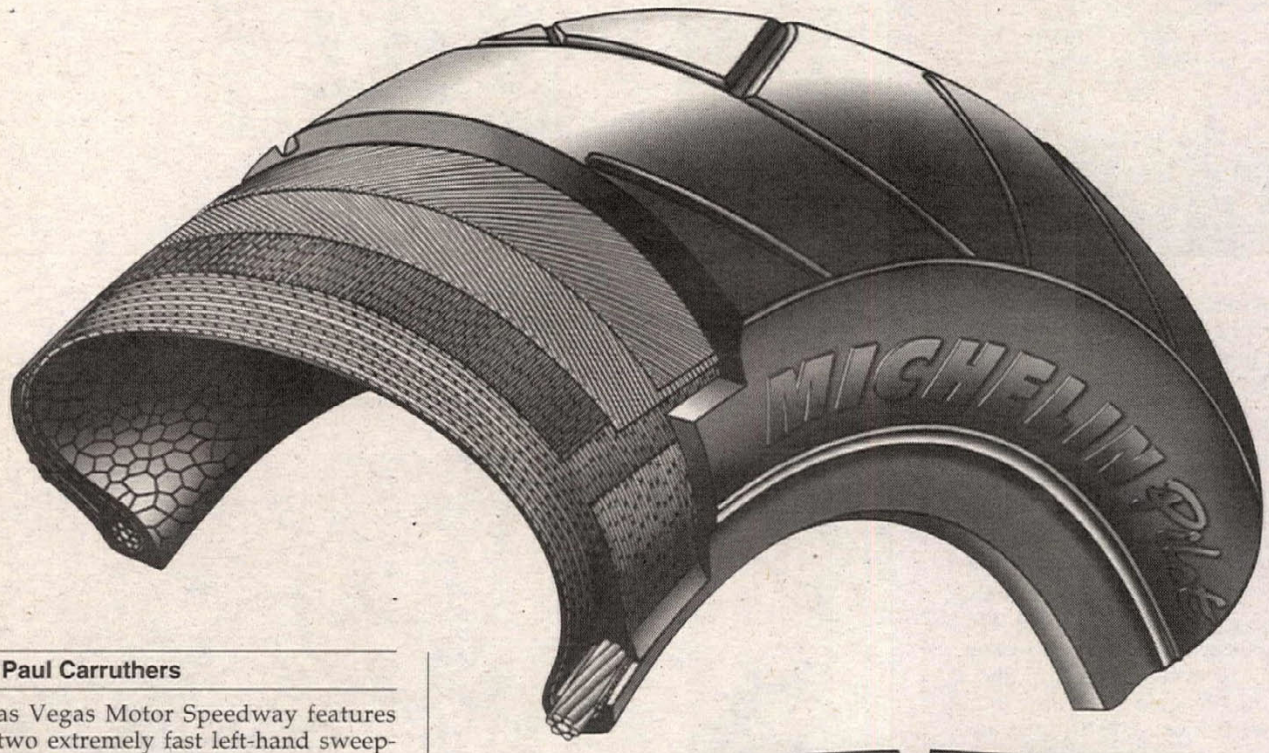
Two-time Hare Scrambles champ **Doug Blackwell** will divide his 2000 season between the GNCCs and the National Enduro series, again aboard AM/PRO-backed Yamaha YZ250s. **Randy Hawkins** will pilot a YZ400 again, while **Barry Hawk** is switching to the YZ250.

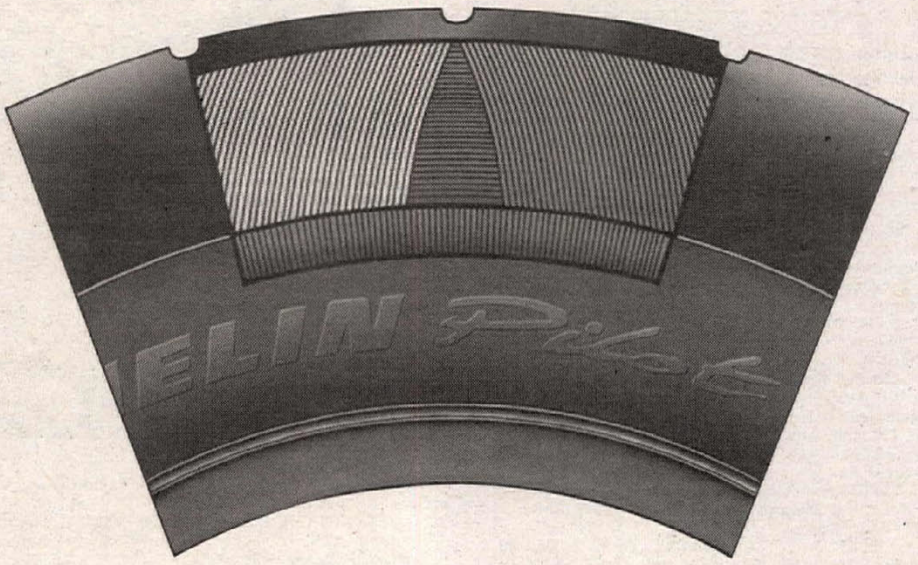
SCR Yamaha will sponsor **Robbie Jenks** and **Steve Leivan** in the GNCCs for 2000, with Leivan also doing nonconflicting enduros. And team manager **Tim Shephard** will attempt to defend his Vet A championship.

Shane Watts and the Aussie posse have been staying at the Summers farm for the last few rounds of the GNCCs, and Summers has put them to work pouring concrete pads and fixing the roof on the barn/race shop.

Paul Edmondson has returned to England, where he'll begin testing Kawasakis and training for the new season. Edmondson may also make a bid for the Hare Scrambles title in 2000.

Good sport





(Above left) The Michelin Pilot Sport uses Radial Delta technology, combing a radial casing, zero-degree Kevlar belt and two crown plies angled at 75 degrees.
(Left) The belts on the Pilot Sport are angled at 75 degrees rather than the 45 degrees on the Pilot Race version.
(Above) The tread on the rear Pilot Sport goes all the way to the edge of the tire, unlike the Pilot Race version that looks more like a slick. The extra grooves give the Pilot Sport the ability to perform in wet conditions - an area that lacked in the Pilot Race.

By Paul Carruthers

Las Vegas Motor Speedway features two extremely fast left-hand sweepers, both of which lead to straightaways. Without a doubt, they are the two most important corners on the race track. They can also wreak havoc on a rear tire, due mainly to the extreme heat that is generated from the speed and lean angle that those two corners bring. If you choose to introduce a new tire to members of the media at Las Vegas Motor Speedway, you better make sure the tire is up to the task. The new Michelin Pilot Sport is.

And it's not even the race tire.

With a goal of producing a sportbike tire that is "as fast as a race tire and as stable as a road tire," Michelin has introduced the Pilot Sport - the sibling of the Pilot Race, a tire that brought Michelin some success in AMA Supersport racing in 1999. While the Pilot Race was designed for the likes of Josh Hayes to win races like the Daytona 750cc Supersport final, the Pilot Sport is designed for the likes of Joe Canyon Racer to safely and comfortably find his way up Any Winding Road USA.

Like the Pilot Race, the Pilot Sport uses Michelin's Radial Delta rear-tire construction. It also uses Michelin's patented Silicium tread compound, a process Michelin claims promotes exceptional grip, especially on wet and cold roads. It also extends tire life, Michelin claims.

Wet grip is something the Pilot Race completely lacks (ask any Michelin-using racer what it was like to negotiate Laguna Seca during the wet 600cc Supersport race this year). One look at the two tires side by side and you can see why. While the tread pattern on the Pilot Race doesn't come close to the edge of the tire (in an effort to make it as slick-like as possible), the tread on the Pilot Sport, goes all the way to the sidewall. Hence, better wet-weather grip. The Pilot Sport, also heats up quicker than the sibling Pilot Race, making it the better choice for the street rider. But its performance will also fall off when that heat builds in the tire, at least compared to the Pilot Sport, which will maintain its consistency far longer, according to Michelin. With the Pilot Race, durability and wet-weather grip was never a priority. It was built for one reason and one reason only - to win Supersport races.

WHAT IS SILICIUM?

Michelin first used silica-based rubber compounds in its Grand Prix rain tires back in 1992. Now the Pilot Sport becomes the first street tire to use a Silicium rubber mix. So what is this Silicium?

According to Michelin, silica is combined with a specifically formulated synthetic elastomer through the use of a proprietary-bonding agent, forming the Silicium compound. In layman terms, Michelin says it grips better while lasting longer. It's the Viagra of tire compounds.

AND RADIAL DELTA?

Michelin uses its patented Radial Delta structure exclusively in its Pilot rear tires. The key to the concept, according to Michelin, is its two crown plates laid at opposing angles - a design feature that came from Michelin's racing slicks. The angled plies help maintain the tire's lateral stability and consistent grip, says Michelin. Also, by manipulating the belt angle, engineers can control the tire's lateral rigidity. So for the high- cornering loads generated by race speeds, the Pilot Race has its belts at a 45-degree angle. The Pilot Sport has its belts angled at 75 degrees, thus providing better stability for the street rider.

YOUR MILEAGE MAY DIFFER

In order to introduce the tire to the U.S. motorcycling press, Michelin invited us to Las Vegas Motor Speedway where the Freddie Spencer High Performance Riding School - and Fast Freddie himself - played host. We had the school's 1999 Honda CBR600 F4s at our disposal, countless tire fitters and engineers, plus the public-relations personnel to ensure that we always knew we were using Michelins.

Sent out in groups of nine or 10 at a time, we were free to burn rubber, so to speak, with reckless abandon. The new Michelins were tortured for 20-minute sessions at a time, then sent out for more torture by a group of different "hard-working" motojournalists. During the lunch break, those tires were changed, and the process repeated itself in the afternoon.

How good were the Pilot Sports? Pretty damn good. The tires were tortured not only by mere mortal motojournalists, but also by racers like Thomas Montano - and they held up.

The tires had good feel, provided exceptional grip and, as stated above, they lasted. Only at the end of the afternoon session was there any noticeable drop in performance, as the rear tire started to feel a bit greasy.

The best thing that can be said about the new Pilot Sport is that Michelin also had a few of the school's bikes fitted with Pilot Race tires. And they sat there, mostly unridden.

The new tires are currently being shipped to dealers and will carry a suggested retail price of $139.20 to $143.46 for fronts (depending on size) and from $169.93 to $247.08 for rears (depending on size). They will also come as standard fitment on Aprilia's RSV1000, Ducati's 996, Honda's CBR929, the Kawasaki ZX9R and ZX6R and the MV Agusta F4. CN

Braaap!

It's a word that's not used enough in the English language: Braaap! Go ahead, pretend you're a two-stroke motocrosser, pinned and primed to hook up, and say it - "Braaap!" Wasn't that fun?

If you play the new Moto-King Extreme Racing Board Game (known from here on in as Moto-King), you get to say "Braaap!" every lap. In fact, if you forget to say "Braaap" it'll cost you $50.

Since I'm the only one in the department with children, I'm the official game tester at *Cycle News*. So when the new (and only?) motocross board game showed up, the Carruthers clan was called on to roll the dice.

After getting through the instructions (not my forte), we were off and running. I was the banker (read "promoter"), so I was in charge of the money (finally, my chance to be PACE!). Like little Jeremys, we were all given start money by the promoter (must be a European Supercross), though I doubt if McGrath would get out of bed for the pittance of $1500. Anyway, we were primed. Seven-year-old Kyle seemed hellbent on winning, 10-year-old Karly seemed rather passive, and I was more interested in watching the World Series than playing a board game. (For me, they're usually bored games!) With the roll of the dice, I jumped out to an immediate lead (moving my miniature motorcycle with reckless disregard for my own safety), winning the jump contest and collecting $100 for my efforts. (Luckily, I didn't need a tattoo to win.) Each piece of the track where you land after rolling the dice has some sort of motospeak, with a cash prize, penalty, or just words of encouragement (breathe!). To say I was never headed would be an understatement. Despite a trip to First Aid (I'd purchased insurance like any good racer and was released almost immediately, rather than having to roll doubles), I maintained my lead over the course of the race - much to the chagrin of Kyle, who now turned his attention toward beating his sister.

No lead in this game is safe, however. You never know when you're going to land on a "Go For It" and pull a card that's negative - for example, broken chain - pay $50 and go back eight spaces. A few of those can kill a solid lead and constantly invoke hope in your pursuers. In addition to the "Crash Pit" that sends you back to First Aid, there are numerous penalty spots along the way - spaces such as "Hit by Flying Rock" and "Mud Hole." There are also good spots on which to land - spaces such as "Moto-King Factory Ride," where you suddenly get your parts for nothing. (...and your chicks for free?)

The bottom line was that the three of us had a good time playing the game (what World Series?), and I won. Karly ended up second, though she did have to complete one full lap while standing up (literally) after landing on the dreaded, "Racer Must Stand" space. Kyle was third, complaining all the way that the dice weren't rolling the correct way for him. Naturally, the race wasn't long enough, because if it had gone a few more laps, he certainly would have won, Kyle said. I'd had enough: Tossing the dice had given me arm pump.

Paul Carruthers

Forget Chutes and Ladders, finally there's a board game for those who can't get enough moto. Good graphics, some humor, cheesy but cute game pieces.

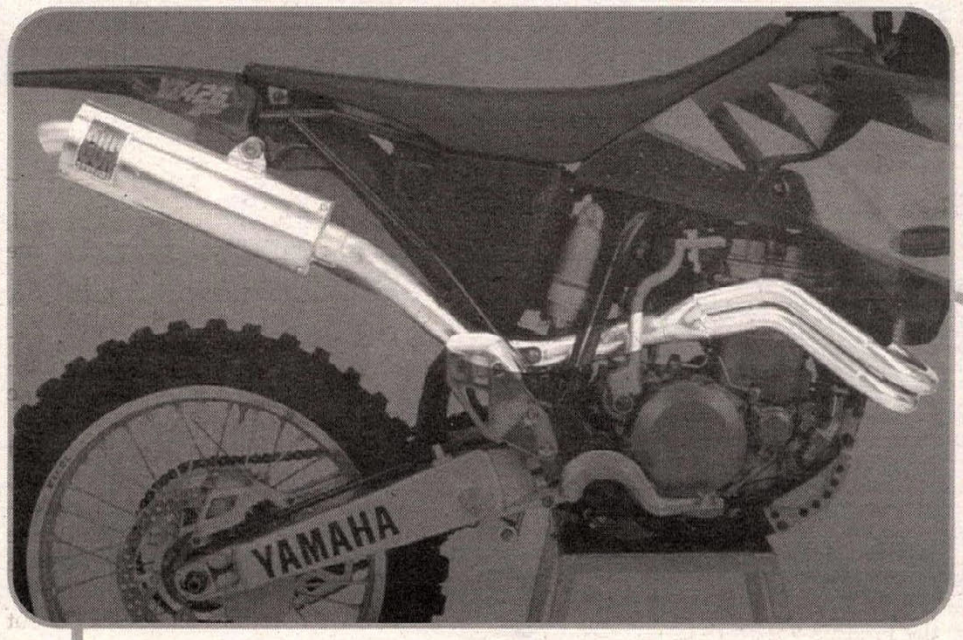
Not enough start money. Jeremy would never ride for this!

Retail Price: $14
For more information, contact:

Moto-King Racing

261 Walnut Street
Abington, MA 02351
781/878-8599

New Products



Gun control

Former three-time Four-stroke National Champion Mike Young and Big Gun Exhaust systems are proud to introduce the new **SDS** (single, dual, single) double-stepped velocity header system combined with their oversized tapered tail section for all 1998-99 YZ/WR400 and 2000 WR400/YZ426s models. The new design delivers increased controlable power throughout the powerband by tricking the gases at low rpm to think they are in a small header, to achieve loads of bottom-end and midrange power. At the same time, at higher rpm the SDS velocity header flows more air than one single oversized header. Big Gun also offers a SDS spark arrestor. For more information, contact Big Gun Exhaust Systems, Dept. CN, 8628 Utica Ave. Ste. 500, Rancho Cucamonga, CA 91730, 909/948-7029; www.biggunexhaust.com.

Break beads, not your back

Is your wife tired of listening to you cuss up a storm every time you have to change a tire? If she is, you might consider the **Toolz Tire Changing Stand**. Toolz has come up with an easy way to change tires as opposed to changing them on a trash can, milk crate or the ground. The stand is made out of steel and powder-coated for long durability. The base of the stand is 24 inches wide for stability and 43 inches tall so you do not throw out your back while trying to negotiate a rim lock. It uses a half-inch axle and three aluminum sleeves/spacers to accommodate all wheel sizes. The suggested retail price is $129.95, but think of all the money you'll save at the chiropractor. Contact Toolz, Dept. CN, 27581 Senna Court, Temecula, CA 92591, or call 877/770-TOOL.

CYCLE NEWS Video Theatre

Order from the greatest selection of motorcycle video tapes available

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MOTOCROSS

(#141) Legacy
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early 70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **$34.95**

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#2277) This Is Motocross
New to Motocross? Here's everything you need to set you up for this popular sport, from starting out to choosing bikes & equipment, what kind of clubs to join, top action & rider interviews, past heroes and modern supercross. 55 minutes from White Star/Duke Video. **$34.95**

(#2106) 1997 World 500cc MX Series Review
Seeing this series unfold is riveting...watch in awe as the big guns - Smets, King, and Nicoll - charge across your screen through every world round. 90 minutes from White Star/Duke Video. **$34.95**

(#2105) 1997 World 250cc MX Series Review
Everts, Tortelli & Bervoets lead the way through a nail-biting series that will keep you hooked from start to finish. Includes excellent commentary. 90 minutes from White Star/Duke Video. **$34.95**

(#2104) 1997 World 125cc MX Series Review
1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. **$34.95**

(#2110) 1997 Motocross des Nations
The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. **$34.95**

SUPERCROSS

(#325H) Bar to Bar
Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go "Bar to Bar" in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. **$19.95**

(#325I) Bar to Bar 2
The Quest for Victory...is in your face racing, featuring the best riders on the planet. Relive the whole 1998 Supercross season with your favorite riders like Jeremy McGrath, Ezra Lusk; Kevin Windham, Jeff Emig, Larry Ward, John Dowd, Ricky Carmichael, Doug Henry and many others. 60 minutes from X-Factor. **$19.95**

TOURING/ROAD RIDING/CRUISING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#230) Ride America: Highway 1
California's legendary Highway 1 is still one of the great challenges for the street riding motorcyclist. This ride takes you from the Golden Gate Bridge through some of the most undeveloped and least populated areas in California. Ride with journalist Charles Everitt, World Speedway Champion Bruce Penhall and others from San Francisco on north through the twisties along Highway 1. 60 minutes from Peter Starr Productions. **$24.95**

(#231) Ride America: The Million Dollar Highway
Experience the wonder and beauty of Colorado's Million Dollar Highway in the colorfest season -golden aspen trees, blue skies and clean crisp air greet you as you head north on the 130 mile ride from Durango to Telluride. Join Bobby Unser, Bruce Penhall, Malcolm Smith, Wally Dallenbach and friends as they ride a variety of BMW's through the heart of the San Juan Mountains. 60 minutes from Peter Starr Productions. **$24.95**

(#1293) Postcard from Daytona
Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunburned tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. **$34.95**

ROAD RACING

(#1722) 1998 Bike GP 500 Series Review
Relive the very best of the '98 FIM World C'Ship 500 GP season in this official, 3-hour review. Features all of the top action on the track, from the air, and on the bikes, this video captures the story of another legendary Doohan season, now the second most successful GP racer ever behind Italian legend Giacomo Agostini. 180 minutes from White Star/Duke Video. **$34.95**

(#1704) 1998 World Superbike Series Review
Three hours of action and season highlights on and off the track. The best of the racing, equipment, personalities and tracks throughout the season when Ducati's King Carl Fogarty once again reigned supreme. 180 minutes from White Star/Duke Video. **$34.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#1490) On-Bike GP Experience
Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. **$34.95**

(#1576) On-Bike GP Experience 2
All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. **$34.95**

(#1537) On-Bike Nurburgring Experience
A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. **$34.95**

(#1480) Best Bike GPs of the 80's
Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. **$34.95**

(#1494) Rainey's Year: 1992
Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. **$34.95**

(#1521) Schwantz: World Champion 1993
He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. **$34.95**

(#1916) 1997 AMA Superbike Series Review
Get your engines fired up as you relive this season of spectacular action. From Laguna Seca to Colorado springs to the amazing round at Sears Point. See incredible footage of each round as Mat Mladin, Miguel Duhamel and Doug Chandler battle for supremacy. All the action is here in this comprehensive 1997 review. 48 minutes from WhiteStar/Duke Video. **$34.95**

(#5903) Champion: Kenny Roberts
A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. **$34.95**

(#5904) Champion: Barry Sheene
A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. **$34.95**

(#5932) Champion: Mick Doohan
A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. **$34.95**

(#5901) Champion: Geoff Duke
A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. **$34.95**

(#5902) Champion: Giacamo Agostini
A profile of the racing career of legendary Italian GP champ Giacamo Agostini. 75 minutes from White Star/Duke Video. **$34.95**

(#5900) Champion: Mike Hailwood
A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. **$34.95**

(#5956) Champion: Phil Read
A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. **$34.95**

(#1540) Cutting Edge Bikes
Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. **$34.95**

ISLE of MAN TT

(#1070) History of the Isle of Man TT
A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. **$69.95**

(#1097) 1948 Isle of Man TT
Probably the first IoM TT film produced after WWII, this recently discovered film won an award for its enthusiastic producer Sam Coles. There is no sound other that the informed commentary of Graham Walker. Features all the pre-race activities right up to the warmup and Grand Parade. 36 minutes from White Star/Duke Video. **$34.95**

(#1055) Golden Mountain
Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. the 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. **$34.95**

(1296) Mad Sunday: The Fans' TT
The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. **$34.95**

(#5554) On-Bike TT Experience
"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome IoM TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. **$34.95**

(#5559) On-Bike TT Experience 2
Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. **$34.95**

(#5563) On-Bike TT Experience 3
The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. **$34.95**

(#1606) 1998 Isle of Man TT
"Brave Hearts"... Over 2 hours of courage and bravery. This full coverage video takes you down to road level with awesome curb-cam shots to give you a frightening picture of machines coming at you at 180 mph. Of course it also comes with all the crazies at the street party. 140 minutes from WhiteStar/Duke Video. $42.95

(#1608) 1999 Isle of Man TT
"Pure Grit" - the Long Review...Molyneux & Hallam, Fisher & Long, Lougher , McGuinness, Dunlop and of course Jefferies were among the specialists who blazed a trail over the granite roads, cheered on by thousands of diehard fans. 140 minutes from White Star/Duke Video. **$42.95**

TRIALS

(#2043) This Is Motorcycle Trials
Packed with advice for beginners from maestros Sammy Miller and Steve Colley, also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. **$34.95**

(#2056) This Is Advanced Motorcycle Trials
World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. **$34.95**

(#2047) Extreme Trials with Steve Colley
This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. **$34.95**

(#2057) Trials Superstars
The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. **$34.95**

(#2063) 1999 Sheffield Arena Trial
At the prestigious first world-class trials event of '99, Dougie Lampkin came to Sheffield to defend his World Championship crown against Cobos, Colomer, Bilbao, Jarvis, Colley and Kuroyama. Amazing bike control, balance and atmosphere...65 minutes from White Star/Duke Video. **$34.95**

(#116) Geoff Aaron: Balancing Act
An extreme trials video featuring US Trials hero Geoff Aaron. If you've seen his shows, this is the only way to show your friends the talent and amazing moves of professional trials. 60 minutes from Impact Video. **$24.95**

SPEEDWAY

(#45H) 1998 U.S. Speedway National C'Ship
In a one-night, winner-take-all format, for the 29th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders and Terry Clanton call the action from the famous bullring. Features the best in the US! 60 minutes from RAZ Video. **$29.95**

(#46) '98 American Speedway Finals
Staged at Auburn, CA in September '98, this program covers the FIM/AMA American Final to determine those riders who would represent the US at the World Finals. Hosted by Bruce Flanders, Mike Rooney and Howie Zechner. 60 minutes from RAZ Video. **$39.95**

(#47) '99 Auburn Speedway Nationals
Held in May '99 at California's Auburn Speedway to determine the AMA National Speedway Championships. Includes an exciting Hot Rod Show segment and is dedicated to the AMA's late Bill Boyce. 60 minutes from RAZ Video. **$39.95**

(#5950) Champion: Barry Briggs
A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. **$34.95**

DIRT TRACK

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Missing Lenk Video. **$34.95**

(#183) Ricky Graham: The Career Year
"Ricky G" is a tribute to one of the greatest Grand National motorcycle racing seasons ever and the man who rewrote dirt track racing records. In 1993, Ricky Graham showed the world that he was indeed one of the best Grand National racers of all time. 38 minutes from Chet Burks Productions. **$19.95**

(#184) Best of Dirt Trackin'
Profiles of the top names in AMA Grand National Dirt Track Racing, behind the scenes at the great tracks as the legends and the rookies take their shot at the GNC. Produced in '99, featuring the '98 season. Proceeds benefit the Dirt Track Hall of Fame. 50 minutes from Chet Burks Productions. **$19.95**

VINTAGE

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Lenk Video. **$34.95**

(#1007) Against the Odds: Jarno Saarinen
The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. **$34.95**

(#1027) Multi-Cylinder Magic
MV Agustas, Benellis & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. **$34.95**

(#1602) TT Classic Magic
A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. **$34.95**

(#1258) Classic Superprix '89
Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. **$34.95**

(#1292) Daytona Classics '96: Return of the Legends
Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. **$34.95**

(#8) Castrol History of Motorcycle Racing
Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. **$99.95**

(#1069) Classic Racer Experience
Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. **$29.95**

(#1034) V-Four Victory
A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. **$29.95**

(#1090) Old Indians Never Die
A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. **$34.95**

(#1086) Best of British: Triumph
Triumph is one of the greates names in British motorcycle history, with legions of enthusiasts spread throughout the world. The full story on the brand from past to present. 75 minutes from White Star/Duke Video. **$34.95**

(#1087) Best of British: Norton
Norton is one of the most evocative names in the history of British motorcycling, and this video tells the whole story of the grand marque. 75 minutes from White Star/Duke Video. **$34.95**

(#1088) Best of British: BSA
At the end of the 50's no company in the world was selling more motorcycles than Britain's BSA Group. Twenty years later, the giant conglomerate was out of business, crippled by complacency, bad management and lack of investment. This in-depth video tells the whole story from its beginnings in the armaments trade of the 18th century through the glory years of world motorcycle market domination, to the final sorry climax. 70 minutes from White Star/Duke Video. **$34.95**

(#6) '98 Vintage Iron World Championships
The 1998 Vintage Iron World MX Championships and Iron Men of Motocross Banquet brought together the brightest stars of MX from around the globe to Glen Helen Raceway. Larry Maiers hosts this compilation of the weekend's highlights with interviews of icons like DeCoster, Bailey, LaPorte, DeSoto, Aberg, Larssen, and a stroll down memory lane looking at the equipment of the weekend. Intense on-track action, too, featuring Lackey, Eirstedt, Moates, Staten, Holley, Johnson and more. 52 minutes from Vintage Iron. **$24.95**

ENDURO & DUAL SPORT

(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

(#1020) Ride Like the Wind
An escape video for the armchair dreamer...Join a free-wheeling band of Yamaha adventurers for fantastic off-road journeys across Egypt, Australia, Utah's Monument Valley, and Paris to Capetown. 90 minutes from White Star/Duke Video. **$34.95**

(#1798) Incas Rally
Riders from 13 countries face challenging tests in the jungles and mountains of Peru. From Amazon mud to white water rafting with the bikes on board! 50 minutes from White Star/Duke Video. **$34.95**

(#4724) 1999 Granada-Dakar Rally
The Dakar Rally is one of the toughest motorsport events in the world. Competitors race across the desert in cars, trucks & on bikes tackling monstrously difficult driving conditions, featureless landscapes and countless dangers. The '99 Rally began in Granada, crossing Spain, Morocco, Mauritania, Bali, Burkina Faso and Senegal. 52 minutes from White Star/Duke Video. **$34.95**

(#214) Malcolm Smith's 6 Days of Baja
Ride with the legendary Malcolm Smith on the most interesting trails through this vanishing frontier. Includes scenes of riders along the beaches, through the Boojum and Pine Forests, across the spectacular Baja Sierra mountain range, across dry lake beds, and riding to the tip of Baja, over 1300 miles in all. 130 minutes from L&M Video. **$29.95**

(#250) 1998 National Enduro Series
Comprehensive highlights from each round of the '98 AMA National Enduro Series. 90 minutes from Millennium Productions. **$24.95**

VIDEO MAGAZINES

(#1763) Route 66
This nostalgic program takes a trip along America's beloved highway, from Chicago to Los Angeles, exposing the now "hidden" America that modern freeway riders never see. Discover why there is such great interest in restoring this piece of Americana. 105 minutes from White Star/Duke Video. **$24.95**

(#1564) Fast Riding the Roberts Way
A unique insight into the Kenny Roberts Training Camp in Barcelona, Spain where he and Randy Mamola discuss the benefits of passing their experience on to the school's participants. 65 minutes from White Star/Duke Video. **$34.95**

(#155) John Dowd - The 4th Dimension
Get the know the lifestyle of John Dowd. See what he's really like, and why he's one of the most-liked people in MX. Follow Dowd for a week of riding, training and fun as he prepares for the '98 Southwick MX National. Guest appearance by Doug Henry. 40 minutes from MX Films. **$29.95**

FREE RIDING & CRASHES

(#10) Crusty Demons of Dirt
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes from Fleshwound Films. **$29.95**

(#10A) Crusty Demons of Dirt: 2
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes from Fleshwound Films. **$29.95**

(#10B) Crusty Demons of Dirt: 3
The '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pestrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fleshwound Films. **$24.95**

(#10C) Crusty Demons of Dirt: 4
"God Bless the Freaks"...The most high-powered soundtrack ever backs the '98 edition of the series that started it all...exotic on-location footage from Costa Rica, Panama, Italy, France, plus Colorado, Utah, Las Vegas, and New Jersey. 40 minutes from Fleshwound Films. **$29.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#85) Gary Rothwell: Showtime
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH "Ski" Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor. **$29.95**

(#87) Team X-Treem: Vol. 1 Todd & Lori Colbert
Exclusive footage featuring Todd Colbert's daring wheelies, burn-outs, pavement skiing, double stunts and more! Watch his wife, Lori Colbert, the first female pavement skier in the world. Hold on to your handlebars for this unbelievable, high energy motorcycle stunt performance. 30 minutes from X-Factor. **$29.95**

(#89) Craig Jones: What It Takes
Stright outta the Gary Rothwell/British West Coast Stunt Group comes new sportbike stuntmaster Craig Jones. Achieving a top world stunt rider ranking in under two years, Jones has brought sportbike control into a new dimension. With unique footage, wild wheelies, unbelievable stoppies and much more...Jones is truly a master of power and precision. 30 minutes from X-Factor. **$29.95**

(#5202) '98 European Stunt Riding Championship
Most looks at these sportbike guys are one at a time; imagine how much they step it up when they're all in one place competing for championship honors...the terminology of "extreme" riding doesn't quite cover all these performances. Featuring top riders ACFarias, Kevin Carmichael, Craig Jones, Jimmy Fireblade, Jumping Jake Semtec, Fiona Beale, Dave Coates and Andy Hawkesworth. 72 minutes from White Star/Duke Video. **$29.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#120B) Terrafirma 3
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Carmichael. Over 30 minutes from Fox Video. **$29.95**

(#120C) Terrafirma 4
Produced by renowned snowboard filmmaker Mike Hatchett, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Pauluk, Brian McGavran, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. **$29.95**

(#120D) Terrafirma 5
Mike Hatchett returns with the state of the art in the Terrafirma Series; shot entirely on 16mm film (in stereo) in '98 for '99 release, features a variety of riding styles (MX Nationals, trials, Hillclimb, USSX & Freeriding), terrain, locations (Canada, US, France), challenges, experiments and competitions. 43 minutes from Fox Video. **$29.95**

(#121) FLY
The spring '96 release from Fox...featuring Fox stars McGrath, Bradshaw, Metzger, Henry, Dowd, Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#122) Air Raid
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

(#123) Jeremy McGrath / Steel Roots
Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **$24.95**

(#124) Airstyle
Highlights from the '98 Free Air Festival of Freestyle MX Tour...3 FAF Tour stops, 3 Steth Enslow stunt jumps, and hysterical rider interviews. A 4 Leaf Entertainment Film, features the soundtrack it deserves. 60 minutes from Fox Video. **$29.95**

(#125) Children of a Metal God
Gregg Godfrey (producer of Legends) produces a video that mixes the old "Endless Summer" style with a cross-country MX & off-road "road trip." Filmed in California, Washington, Idaho, Montana, Utah and Florida. The opening segment alone is worth the price of this 42-minute film from Fox Video. **$29.95**

(#110) Dirty Deedz
A freestyle motocross video from down under. Featuring some of Australia's top motocrossers like Ben Jones, Danny Ham, Sam Jones, Paul Timmins, Clint Debner and others. Some of the locations include Orange, Clarence, Baridine, Colo, Stockton, and Cattai. Also some crazy music by Pro-Pain, Channel Zero, Souls at Zero and Method of Destruction. 41 minutes from Impact Video. **$29.95**

(#130) Performance Bikes: Video Nasty
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewers' crash videos, stuntmaster Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95**

(#130A) Performance Bikes: Video Nasty 2
The Performance Bikes guys do it again with 170 mph insane road action. Also an on-bike camera while a guy is doing 140 mph on a Paris freeway during rush hour traffic. Lots of the readers' home videos including a police chase, tire shredding burn-outs and goons doing wheelies on pizza delivery mopeds. Contains explicit language and content not appropriate for minors. 55 minutes from X-Factor. **$29.95**

(#130B) Performance Bikes: Video Nasty 3
"Lost in France" is the story of four bikes and four riders on a mad tear-up across France aboard the fastest bikes of '98, put to the test the way only Performance Bikes will. Insane road speeds and flat-out around a race track, also more of their readers' certifiable home videos. Contains explicit language and content not appropriate for minors. 57 minutes from X-Factor. **$29.95**

(#1499) The Fast Bikes Show
Strictly for Speed Freaks! Watch the '98 Bimota SB6, Ducati 916, Honda FireBlade, Suzuki GSXR750, Kawasaki ZXR750 & ZX9R, Yamaha R1, and Triumph T595 thrashed to within an inch of their test bike lives in this high-speed demonstration of British magazine lunacy. 55 minutes from White Star/Duke Video. **$29.95**

(#131) Disturbing the Peace
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with bizarre claymation scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

(#132) Moto-xXx
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

(#132A) Moto-xXx 2: Hellraisers
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

(#132B) Moto-xXx 3: It's All for You
The '99 version of the outtacontrol original. Includes highlights from the '98 Warped Tour, the debut of Motogolf, mixed in with the top freestyle crew make this one better than Grandma's cookin'. 43 minutes by Quick Fix Films, from X-Factor. **$29.95**

(#133) Horizontal
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes top Aussie bands. 32 minutes from X-Factor. **$29.95**

(#133A) Horizontal 2
The upside-down, sideways and hangin' out MX freestyle sequel from Down Under. Check out the Aussie Thumper Natl's., PWC action, Shane Watts, Manjimup, Oz Supercross and more. Filmed in Western Australia, Queensland, New South Wales, Victoria, and South Australia regions. 40 minutes from X-Factor. **$29.95**

(#134) Organ Donors
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

(#145) Icons and Outcasts
What makes one an icon by his peers, but an outcast by the rest of society? Follow the top Split team riders in snowboarding, skateboarding, surfing, wakeboarding, BMX and freestyle MX around the world as they explore the concept. Filmed in the best skateparks, top surf spots, the '98 Warped Tour, East Coast tour and more. 40 minutes from X-Factor. $29.95

(#142) Full Power Trip
THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. $24.95

(#150) Vidiots Anonymous
Brian Manley, Jeff Willoh, Doug Parsons, Jeff Emig, Mike Cinqmars, Micky Dymond, and Ricky Carmichael, Super Joe Reed, Johnny Airtime, and more whip some seriously sick air in this vidiotic music video. Parental Advisory (Explicit Lyrics). 30 minutes from Thrust Productions. **$29.95**

(#154) Mini Warriors
This video features some of the nation's top mini-cycle champions ranging from 4 to15 years old. These kids show the world why they are the future crop of motocross stars. Also features former mini-cycle champion Jeff Emig. Other mini warriors include Jeff and Mike Alessi, Shane Bess, Ryan Morais and Jonathan Shimp. 60 minutes from MX Films. **$29.95**

(#154A) Mini Warriors 2
Travel across the US as you see the best kids and young adults in MX...the next generation of pros. Check out Travis Pastrana's unbelievable 207' jump! Includes action w/Casey Johnson, Nick Wey, Robbie Reynard, Guy Cooper, Brock Sellards and more. Produced by Shepherd Films; 60 minutes from MX Films. **$29.95**

(#1793) Evel Knievel's Spectacular Jumps
From the legendary Caesar's Palace crash to him impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **$19.95**

(#1792) Evel Knievel: Last of the Gladiators
The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **$24.95**

(#5268) Best of Havoc
A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **$24.95**

(#5271) Best of Havoc 2
Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **$24.95**

(#5260) Bike Havoc
Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **$24.95**

(#5274) Havoc 14
Over 200 of the most recent crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **$24.95**

(#2501) Crash Kings MX
From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **$24.95**

(#5143) Crash Kings Bikes
150 spectacular crashes from '92-'93 GPs, Harley racing, US Superbikes, IoM TT and desert racing. 60 minutes from White Star/Duke Video. **$24.95**

(#5139) Crash Kings Bikes 2
Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **$24.95**

(#5279) Crash Kings Bikes 3
The most spectacular wipe-outs from the '96-'97 Grand Prix.. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **$24.95**

(#111) FTP!
An extreme streetbike video from Starboyz Productions in Akron, Ohio. Features some of the most illegal and insane riding ever done on public roads, lots of 90MPH wheelies and more. Expect a sequel if these guys are ever released on probation. Not for minors. 60 minutes from Impact Video. **$24.95**

(#112) Whitham's Wicked Superbikes
Definitely not for prime time or easily offended audiences (profanity & partial nudity)...Jamie Whitham, Carl Fogarty and Terry Rymer on camera and in the races that made their careers. Also includes McElnea, Merkel, Pirovano, early WSB footage, and Whitham riding PB test bikes around Snetterton & Donington. 45 minutes from Impact Video. **$29.95**

(#113) Pulp Friction 1
The boys from England's Fast Bikes Magazine flog the SB6R, 996SPS, 916BP, ZX7-R and other; produced in '97. Contains politically incorrect sportbike scenes, not for minors. 60 minutes from Impact Video. **$29.95**

(#113A) Pulp Friction 2
Features the T595, 916SPS, FireBlade, GSX-R and others, ridden in the most disrespectful ways by the Fast Bikes Magazine crew. Produced in '98. 60 minutes from Impact Video. **$29.95**

(#114) Mega Test
The shootout from the guys who should be shot. The Fast Bikes Magazine editors put the '98 ZX9, FireBlade, and R1 head to head. 60 minutes from Impact Video. **$29.95**

(#5552) The Ultimate Ride
Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **$34.95**

(#5556) Ultimate Ride 2
Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **$34.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#143) 5th Gear Pinned
A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cinqmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perolio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **$29.95**

(#143A) Fifth Gear Pinned 2
The worthy follow up, produced by Zeroed-In Productions. Features the latest aerial insanity on display by Mike Cinqmars, Seth Enslow, Brian Deegan, Mike Harris, Mike Jones, Kyle Lewis, Brian Manley, Jeremy Steinberg & Kris Rourke. Music by Sugar Ray, Rob Zombie, Guttermouth, Jugheads Revenge, Vandals, Die Krupps, Static-X and One Hit Wonder. 45 minutes from X-Factor. **$29.95**

ATV's

(#136) Quatros Locos
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

(#137) Sandtraxx #3
Nothin' but sand and quad ATV's in this look at the SoCal dune culture. 47 minutes from X-Factor. **$24.95**

(#109) 4-Play
Extreme highlights from the '98 ATV Grand National Circuit. Interviews, tracks, and rider closeups show just how far this sport has come. 50 minutes from Impact Video. **$24.95**

SLEDS

(#135) 2 Stroke Cold Smoke
These snowmobile guys have some screws loose. Nuts include Marc Canet, Jay Liska, Blair Morgan, Tracy Poole and lots of others. Also some very scenic locations in Alaska, Montana, Wyoming and Colorado. These guys actually pull off heel clickers and nac nacs while jumping their snowmobiles off 70 foot drop-offs. 54 minutes from X-Factor. **$29.95**

(#108) Slednecks
Filmed on location in Wyoming, Colorado, Montana and Alaska, check it out as freeriding MXers Seth Enslow and Travis Pastrana join white weather maniacs Cameron Elliott, Dan Adams, Weston David, Todd Swinn, Shad Free, Ashley Reilly, Blair Morgan and Zeph Bryant for a completely different angle on the freeriding phenomenon. 40 minutes from Impact Video. **$24.95**

INSTRUCTIONAL AND TECHNICAL

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$43.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$38.95**

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$28.95**

(#251) How to Win an Enduro
Hosted by National Enduro Champion Mike Lafferty and KTM crew chief Alan Randt, they show you the strategy, training and methods of Enduro riding in a variety of conditions. Includes tip segments by Ty Davis, Doug Blackwell, Matt Stavish and other National AA riders. 47 minutes from Millennium Productions. **$24.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#39) Gary Semics MX Techniques #5: What To Do On Race Day
Breaks down & describes how to prepare yourself through race day, how to focus your energies, what habits to develop so you'll be ready to race when the gate drops, and how to keep yourself in the right state of mind to perform at your best. 40 minutes from Gary Semics Video. **$34.95**

(#40) Gary Semics MX Techniques #6: Eliminating Arm Pump
Training methods & strategies for racing with strength & endurance in your arms, not lactic acid "arm pump." Learn how to condition your arms for motocross performance. Includes advice on pre-race warmup & massage, and diet & supplement tips. Bonus footage of extreme aerials with McGrath, Hughes & Metzger in SoCal. 21 minutes from Gary Semics Video. **$24.95**

WHAT'S NEW?

* '98 Vintage Iron World MX C'Ships
* '99 Isle of Man TT
* '48 Isle of Man TT
* '98 American Speedway Finals
* '99 Auburn Speedway Nationals
* Best of Dirt Trackin'
* Best of British: Norton
* Best of British: Triumph
* Best of British: BSA
* '99 Granada-Dakar Rally
* Malcom Smith's 6 Days of Baja
* '98 AMA National Enduro Highlights
* How to Win an Enduro
* Craig Jones: What It Takes
* Fifth Gear Pinned 2
* Icons and Outcasts
* The Fast Bikes Show
* '98 European Stunt Riding C'ship
* 4-Play
* Slednecks

(#42) Gary Semics MX Techniques #7: All About Cornering
Once you know all the basic techniques for cornering and braking it's time to learn and practice the methods and strategies found in Techniques Video #7. This video will show you the most effective ways to practice in order to improve your cornering speed and control. Branden Jesseman is the featured rider, also examples by McGrath, Dowd, Windham and others. 45 minutes from Gary Semics Video. **$39.95**

(#170) Sweet Spot Video Library Set
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

(#171A) Sweet Spot Video: Track Preparation
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

(#171D) Sweet Spot Video: Performance Systems
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

(#171E) Sweet Spot Video: Dialing In
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

MOVIES

(#138) Easy Rider
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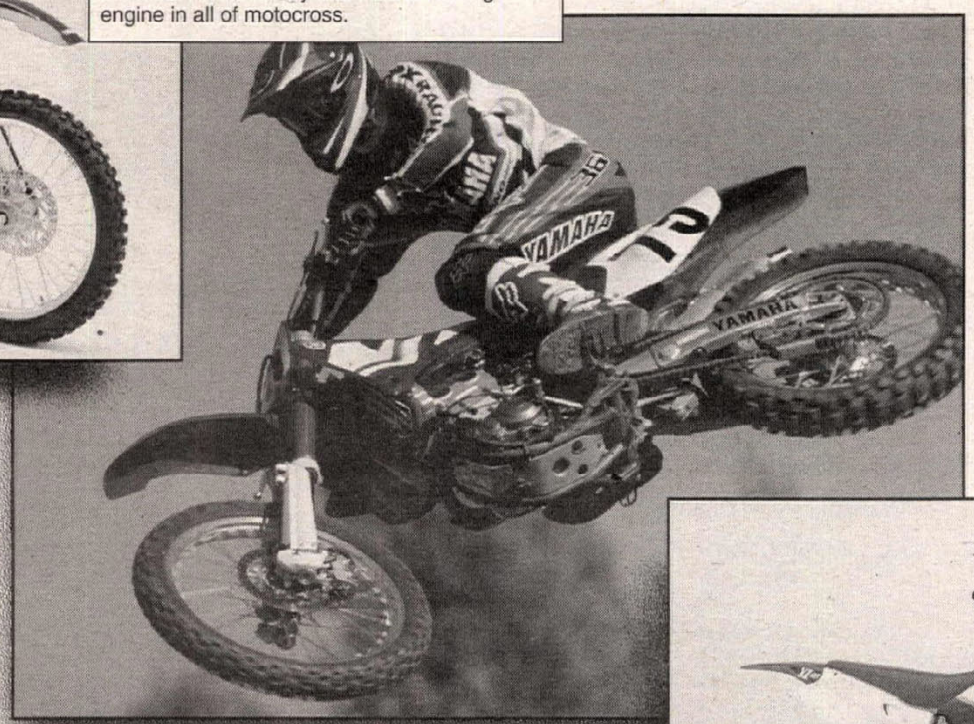
Meet the new boss: the all-new YZ426F powerplant. From its rebored cylinder and retooled internals to the larger-capacity radiator and brand-new flat-slide FCR mixer with TPS, the YZ426Fmill ushers in the new millennium as the most revolutionary and hardest-hitting engine in all of motocross.



The YZ400F has sent industry experts searching for superlatives ever since it took the MX scene by storm just two years ago. Doug Henry merely drove home the point by winning the '98 National Outdoor title. Well, get ready to have your world rocked-again. Introducing the new, more-powerful-than-ever YZ426F. First off, we've rebored that revolutionary ultra-short-stroke, liquid-cooled, 5-valve thumper and retooled the piston and crankshaft. Dropped in a brand-new 39mm Keihin flat-slide FCR carb with throttle position sensor (TPS) and a newly integrated hot-start button. Fitted a works-style clutch lever with an all-new race-spec barrel adjuster. Reshaped the silencer. And tweaked first-and second-gear ratios while beefing up clutch capacity with larger, stronger plates. The result? Try a sharp boost in power and throttle response and a broad, flat torque-band that spells instant hook-up for you - and instant headaches for anyone in your wake. A new subframe and aluminum suspension internals shave weight, and we've repositioned the steering head pipe to create a more compact wheelbase for lighter feel. Greater power. Lighter chassis. Smoother suspension. Quicker steering. A new revolution has begun.

The 2000 YZ125 gets new cylinder construction, with larger exhaust porting and a reshaped YPVS power valve that work together to bring you even greater low-and mid-range muscle, while remapped ignition timing keeps this more potent powerplant firing with optimal precision. And speaking of power, what goes best with a little boost in muscle? Hint: Weight loss, courtesy of a new aluminum subframe and suspension internals. The 125 also gets a bunch of trick chassis mods, like independent compression adjustability on the rear shock, new low-friction outer fork tubes, a reshaped steering crown, even an all-new front fender and number plate. Bigger power, better suspension, smoother shifting. This is how much more dominant a bike can get.

YZ 125

Coupled with the lowered rear subframe, the 125's redesigned steering crown and more-forward bar position offers greater weight transfer flexibility over whoops and while railing through corners.

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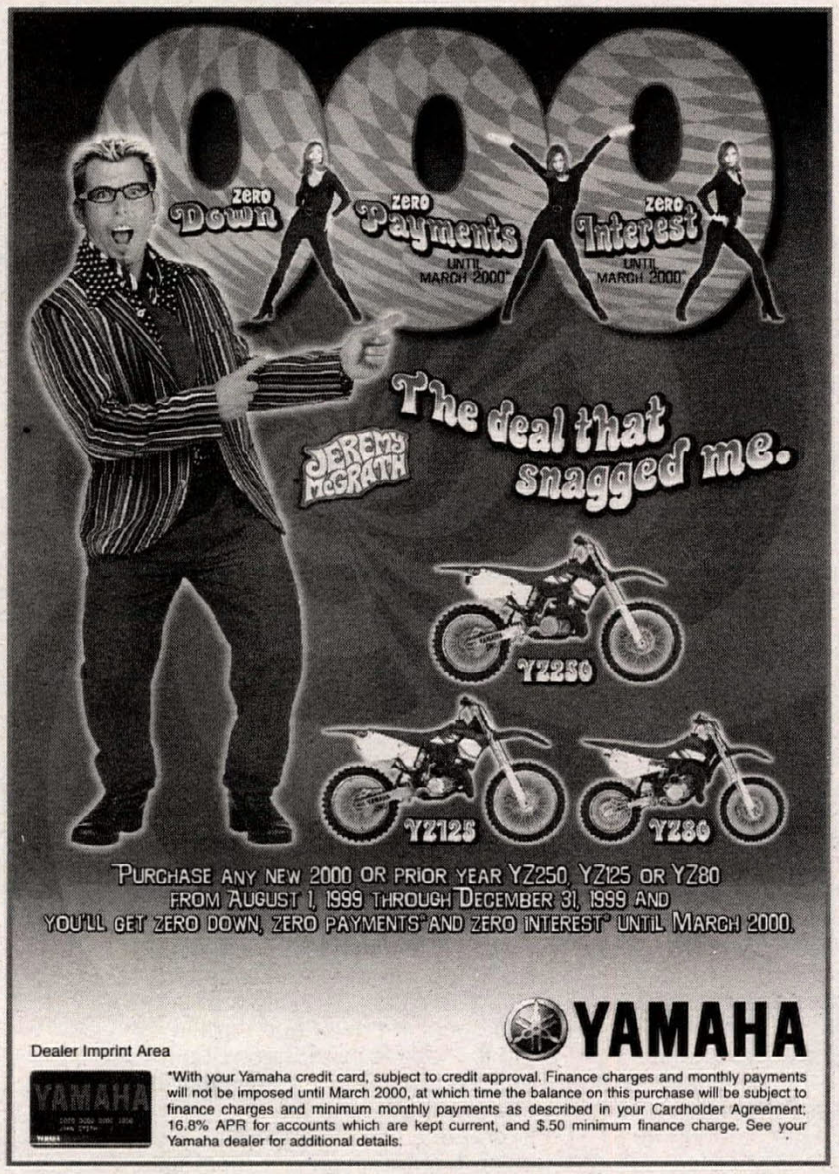

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Talk about your perfect marriages. Jeremy McGrath. The YZ250. And back-to-back Supercross championships. If this combination were any more lethal, the competition might not even bother showing up. Well, folks, things could get awfully lonely this year, because the new YZ250 has just gotten even better. A new 38mm Keihin PWK Carburetor, with TPS (throttle position sensor) and repositioned power jet, gives this year's YZ a meaner, berm-shredding bite with bigger mid-range hit, stronger top-end, more torque and greater over-rev capacity. Hooking this seriously potent powerband up to the rear wheel is a retooled clutch setup, with a new stainless steel cable and a works-style adjustable lever cable and a works-style adjustable lever system that delivers better feel and smoother pull. The new YZ250. Because we don't believe in making compromises. Or in taking prisoners.

Pint-sized powerhouse: The YZ80 boasts performance as durable as it is hard-hitting. As in 83cc of crankcase reed-inducted muscle firing inside cylinder walls impregnated with space shuttle-spec ceramic composites, which spells better heat dissipation and thus longer engine life for your machine.

The 250 has an all-new steering crown for 2000, retooled to move the handlebars slightly forward for improved egos and a more aggressive riding position, which translates to greater weight transfer flexibility while roosting in the heat of battle.

Let's face it: You're never too young to start winning. And It's never too late to climb aboard the machine that'll give you the greatest advantage on your way to the top of the motocross ladder. This amazing mini shares the same cutting-edge YZ tech as its larger siblings. Like 83cc of screaming, liquid-cooled, crankcase-inducted power, put to the dirt by the slickest-shifting 6-speed gearbox in the class and a heavy-duty, 12-plate clutch that barely flinches when you're railing in the 5-digit rpm zone. Couple this potent powerplant to a super-rigid, race-bred frame, fully adjustable suspension at both ends armed with 11" of travel, and speed-scrubbing disc brakes, and you'll quickly come to realize the only thing "mini" about the YZ80 is its size. You'll also come to discover that, once you've thrown your leg over this class-leading machine, you better start getting used to winning. Big time.

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Lucerne: Final Round

AMA NATIONAL HARE & HOUND CHAMPIONSHIP SERIES

Brown bags it

By Mark Kariya

LUCERNE VALLEY, CA, OCT. 24

For the first time in the history of the series, by all accounts, the AMA National Hare & Hound Series championship needed every race to determine the winner. This year, two Team Green racers went into the seventh and final round with a shot at the title, and when the dust settled, Brian Brown emerged the victor, thanks to a convincing clutch win on his Bel Ray/Moose/Dunlop/IMS-sponsored KX500.

The series points leader going into the 100's Motorcycle Club event off Bessemer Mine Road, Brown needed a win to earn the necessary points to win the first National championship of his career, putting plenty of pressure on the youngster from Idaho.

Arizona's Destry Abbott, on the other hand, could afford to relax a bit, or even DNF - which, ironically, is what happened to him halfway through the 82-mile race while he was running third.

"I could've DNFed like I did if Ty (Davis) would've won or someone else (besides Brown) would've won," said a disappointed Abbott afterward. "I would've won the championship by a point. But Brian won it; I've got to congratulate him. He deserves it; he's worked hard, and he's a great guy, so I'm happy to see him win it, and I'm happy to see Kawasaki win it, for sure."

The Pro Circuit/Acerbis/Dunlop-assisted KX500 rider finished runner-up in series points, 183-136, after garnering three overall wins, as Brown had also done.

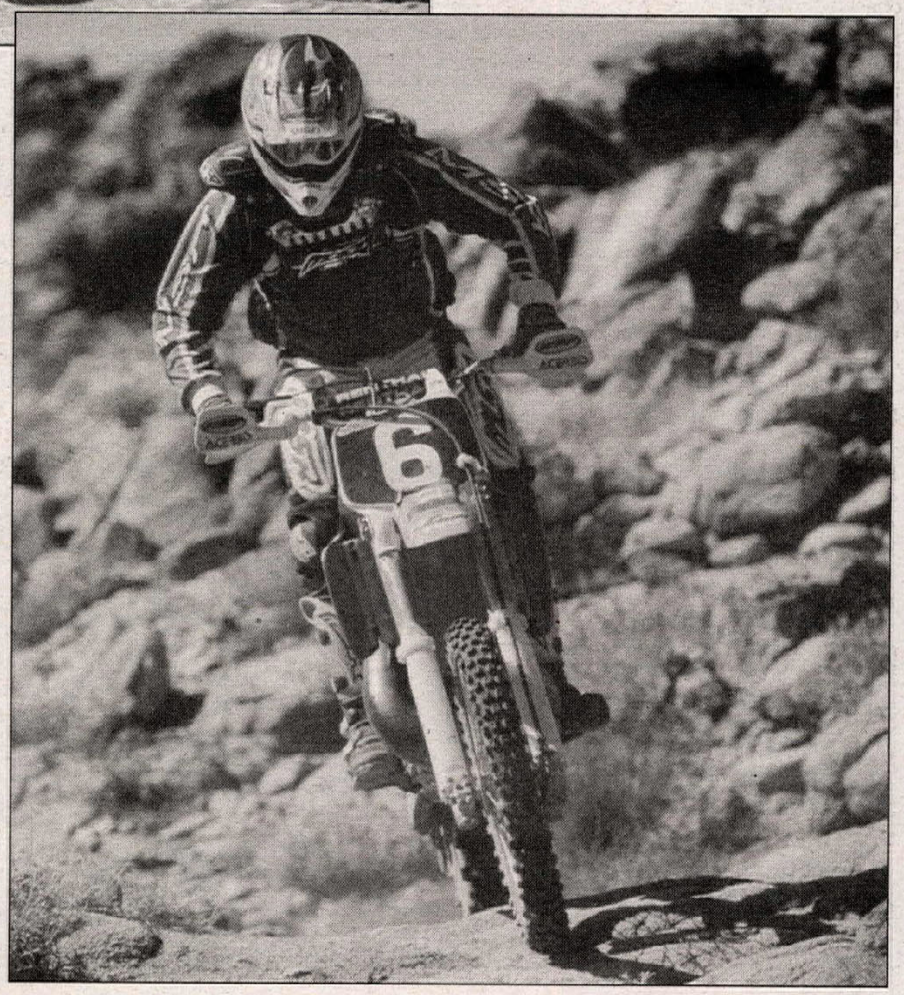
For defending series champ Davis, the race was simply another ugly reminder of the miserable year he's had in the desert. The Montclair Yamaha/Moose/FMF-backed thumper racer got a second-place start and shadowed Brown for much of the first half of the event, but disaster struck yet again, and Davis found himself sitting beside the trail with a seized piston after unknowingly cracking an oil line. Despite his DNF, he retained his third place in the final series points, with 112 and one win.

Approximately 350 racers signed up for the last National of the year, and at the drop of the banner, Brown got a great start and led the line of Experts as they headed north before turning south into canyons, foothills and valleys comprising the more technical 42-mile first loop.

"I've been having problems the last couple races getting two-kick starts," Brown explained. "Finally, I just figured it out: It always starts on the second kick, so I did a little pre-kick as soon as they raised the flag. It fired right up, and I was gone."

Also at the head of the pack were Vet rider Abe Baumann, on his Racers Under the Sun/Rocket Rex Racing/Pro Circuit KX500, and Davis, who started on the far outside.

"I took a gamble on the outside," Davis said, "and I came right into the bomb with Brown. We were side by side, and we were kind of fighting for the trail. I guess I should've walked out there and kind of checked out where it went, because I could've passed him back if I'd kind of known where we were going. So I kind of followed him there, and then just ate his dust the whole first loop. In the fast stuff, the dust would hang a little bit and I'd get a



(Top) Brian Brown won his third National of the year at the 100's MC's AMA National Hare & Hound Series finale to earn his first championship on his 22nd birthday.
(Above) After sitting out most of the year with injury, Dave Ondas finished his first National of the season at the finale in Lucerne and finished well with his second place.
(Left) Abe Baumann claimed third overall, first Vet, in his best ride of the year. Though he didn't ride the entire series, he accumulated enough points to retain his number-two plate.

(Far Left) Defending class champ Steve Hengeveld finally got his act together and won the 250cc Expert class with his sixth overall and said, "Hopefully this is a turning point or something." (Left) Charlie Barney easily outdistanced the other Senior 250cc Experts and finished a shocking eighth overall on his Gas Gas, winning the class National championship. (Below) Matt Murphy switched to the 125cc class recently and since then, his results have been stellar - especially in Lucerne, where he claimed ninth overall and won the eighth-liter class in the process.

little further back. I'd stay there, we'd get in the tight stuff, and I'd reel him in. I came close a couple of times on some of the ridges, but I could never get close enough; dust was just a (big) factor. I chased him - we were going at a pretty good clip - and I figured I could wear him out on the second loop. I was gaining on him. It was so close, I could read his name on the back of his chest protector."

Team Green's Dave Ondas, who lined up next to Brown, got a decent start and worked his way up, but he was hoping simply to finish as much as anything.

"I've only finished one all year," Ondas noted. (He suffered a wrist injury early in the year that kept him out of action.)

Before long, Ondas found himself in fourth.

Davis chased Brown, coming into the pits just as Brown was leaving, but it appeared he was making up ground. Abbott slid into the pits a close third, followed by Ondas and Baumann. However, Davis' luck didn't hold out - and neither did the fortunes of others.

While Brown concentrated on his race, mechanical carnage seemed to erupt behind him. Abbott dropped out first with an engine problem only a few miles out of the pit while in third place. Davis then saw his chances of salvaging the year go down the tubes when his oil-starved engine expired several miles later while he was still in second. Others who did not finish included Paul Krause, Shane Esposito and Dan Richardson (who was in the top 10 with less than 20 miles to go but lost the gearbox-oil sight glass on his KX500).

By the middle of the second and final loop, Brown owned a comfortable lead of around five minutes. A surprised second was Team Green/MSR/FMF's Ondas, who had passed the stopped Abbott and Davis.

"I didn't see any dust for a while," Ondas said, "and I thought, 'Man, maybe I'm in first!' I didn't know Brian was in first, but Brian was way out (in front); he had a good ride."

Ondas held on to second all the way to the finish.

Third on the day went to Vet Open Expert winner Baumann, who claimed to be more concerned with where his fellow Vets were than with what would be his best-ever National finish.

"Coming out of the pits, I was kind of in a contest with a couple guys for the Vet class (win) - Dan Richardson and Jeff Capt," said Baumann. "I always had that in mind, that they were still behind me. But coming out of the pits, I saw Jeff Capt. He was just behind me, like two seconds behind me or something like that coming out of the pits. So it was basically a drag race across the valley, across Johnson Valley, and I just edged him out. I have a pretty fast bike. Basically, I just horsepowered past him. Coming around (the second loop), people just started dropping out. The second loop was a little more to my liking, because it was a little bit faster; it was almost like they switched the loops around (from normal configurations with the slower, more technical loop last). Since it was faster, I was able to catch up a certain distance to Ondas, but I could never get through his dust. I could get into his dust, and that was the end of it. I just followed him all the way in."

As for his high overall placing, Baumann deflected any praise.

"It's kind of surprising, because... I know I'm past my prime, and this happens," Baumann said. "I just thank the Lord for that. Basically, it's all the Lord's timing, (where) I have a decent race (when) everybody else has a worse race. Most of it has to do with everybody else more so than with me."

Doug Chiapuzio rode in for fourth overall, third Open Expert, followed by Capt (the second Vet) and Steve Hengeveld (the first 250cc Expert), making for a Team Green sweep of the top six.

Adam Evans claimed seventh overall, second 250cc Expert, on his Yamaha, while Charlie Barney easily beat all the other Seniors (and Senior 250cc Experts) to the finish on his Motowest Gas Gas in eighth overall. Matt Murphy won the 125cc Expert class on his Yamaha with an equally stunning ninth overall, and Tim Staab rounded out the top 10 on his Yamaha, winning Four-Stroke Expert for the fifth time in the series to easily claim that class championship.

But Brown was the one who earned the biggest crown, making his 22nd birthday his most memorable yet.

"Lucerne's definitely not my favorite (place to ride), but ever since I started riding the Hare & Hound series in '95, this has been my favorite race," Brown said. "I usually come on strong in the fall at the 100's race, so I was hoping I could do it again this year. It was probably the best ride I ever had. If it wouldn't have been me (winning the championship), I would've been happy for Destry. I'm sure he's happy for me. I would've been happy with second, but I'm happy with the way it turned out."

100's MC National
Lucerne, California
Results: October 24, 1999 (Final Round)

O/A: 1. Brian Brown (Kaw); 2. David Ondas (Kaw); 3. Abe Baumann (Kaw); 4. Doug Chiapuzio (Kaw); 5. Jeff Capt (Kaw); 6. Steve Hengeveld (Kaw); 7. Adam Evans (Yam); 8. Charlie Barney (G-G); 9. Matt Murphy (Yam); 10. Tim Staab (Yam); 11. Taber Murphy (Hon); 12. Ron Shuler (Kaw); 13. James Summers (Kaw); 14. Dave Hamel (Yam); 15. Ed McCoy (Yam); 16. Dana Van Stee (Kaw); 17. Paul Shafer (Yam); 18. Robert Barnum (Yam); 19. Les Lehigh (Hon); 20. Ryan Johnson (Yam).

FINAL SERIES POINT STANDINGS (UNOFFICIAL): 1. Brian Brown (182/3 wins); 2. Destry Abbott (136/3); 3. Ty Davis (112/1); 4. Russell Pearson (79); 5. Shane Esposito (74); 6. Daniel Richardson (72); 7. Oakley Lehman (64); 8. Taber Murphy (58); 9. Steve Hengeveld (56); 10. Abe Baumann (54).

Briefly...

Team Green's **Oakley Lehman** showed up, but he didn't race, having just gotten in from Salt Lake City and four weeks of stunt work on the upcoming movie "Squelch." "I think it's the first time in four years that I've missed races when I'm not hurt," he said, though he plans to ride the Elsinore Grand Prix next month and Terrible's Town 250, the Best in the Desert finale, in December. Missing this race and its points made no difference in final points for him; either way, he earns the number-two 250cc plate. KTM rider **Russell Pearson**, who missed this race as well due to a broken hand suffered at the Vegas-to-Reno, won the 250cc number-one plate, which he'll likely carry on Yamahas next year.

Dana Van Stee reported coming into the pits at the end of the first loop thinking, "I felt like I was going fast on the first loop. Then I came into the pits, and they said I was 3 1/2 minutes behind a Yamaha. I about flipped out!" Van Stee never did catch 125cc Expert winner Matt Murphy, but the Team Green rider believed his runner-up ride was good enough to reclaim the 125cc National number-one plate he first won in 1997. His main competition, Team Green teenager **Kurt Caselli**, finished sixth 125cc, unofficially. "I wasn't quite sure (how the title would be decided), because I've had a couple of bad races at the beginning of the year," Van Stee said. "I got fifth in Utah with a broken arm, and I crashed in Ridgecrest and DNFed. I think it was pretty close, and I thought it would come down to whoever won today. But since I got second, I wasn't sure how I'd do on points, but now that he got sixth, I'm pretty sure I've got it."

Contrary to popular belief, **Ty Davis** has plenty of confidence in his Curtis Sparks-built YZ450F engine and was more disappointed that his DNF would make it look bad than loss of any points. "Yeah, that's what kind of bums me out, because everybody thinks I'm running a hopped-up motor that's unreliable, and when stuff like that happens, they talk. But you know, it's really reliable. I ran it in Vegas-to-Reno, and I had one fluky flywheel come apart. It's a fluke! Then this oil line was another fluke. I haven't broken an oil line all year long; I haven't broken one in two years! So what can I do? Vibration just cracked it; it's kind of bizarre, it was really weird. Now I know. My bike's really fast. I don't have a problem with my bike. We're getting to where we'll stay with those 500s in the desert. Brown doesn't seem to pull me at all. If I don't have dust, I can stay right with him, not a problem. It goes fast enough to where it makes your eyes blur. I haven't had that in a while. Vegas-to-Reno - we proved it there that the thing is getting closer."

Abe Baumann spent most of the morning in the pits trying to rehydrate after getting sick. "Actually, I got sick before the race, and I threw up three times," he admitted. "I didn't get to practice the bomb like I wanted to because I was sick. I felt a little sick during the week, but, personally, I think it was the nerves. I was trying to swallow (a PowerBar) when it (first) happened. I was chewing, and I was on the bomb return practicing the bomb, and I was trying to swallow it. It just wouldn't go down. I was going through some whoops, so I was slamming whoops pretty hard. I pulled over just in time to lift off my helmet. Just then some guy comes up and says, 'Hey, how you doing, Abe?' 'Uh, just resting.' He goes, 'Oh, you're praying, huh?' 'Well, kind of.'"

Charlie Barney's Senior 250cc Expert win clinched his first National title - the first U.S. non-trials championship for Gas Gas - according to sponsor Motowest. The 42-year-old is also leading his class in AMA District 37 desert, enduros and grand prix, and leads overall in the Best in the West series.

Honea red-hot at Greenville

(Left) Second-year B rider Shane Doughty (18) chases Waylon McCullough (275) for the lead in the second 125cc B moto at the fourth round of the Pro Circuit Series at Greenville MX Park in Texas.
(Below) The 125cc Novice event had 32 riders, the biggest gate of the day. Cody Rhinelander went 1-1. Aaron Smith (3) took second overall and Josh Johnson (186) took third.

By Deb Hershman
Photos by Connie Johnson

GREENVILLE, TX, OCT. 16-17

The Texas/Oklahoma Pro Circuit Series came to Greenville MX Park for round four for a two-day race weekend. Saturday had clear blue skies and 80-degree weather, but Sunday brought cloudy skies, cold drizzle and temperatures in the 40s - which only sparked the energy of many hungry racers.

Dethroning Honda rider Levi Jackson is what Yamaha-mounted Josh Honea had on his mind in Saturday's 125cc Beginner class, as Honea was only four points behind Jackson in the series. Honea grabbed the holeshot in moto one and never looked back. Jackson was squeezed back to sixth place on lap one and never got through the traffic to challenge Honea. Brent Sandefur stepped up and hunted Honea for four laps, running bar to bar with him many times on the way to the checkers. On the white-flag lap, Honea pinned the throttle and finished two seconds in front of Sandefur.

In moto two, a tight three-way race heated up behind Honea. Leaving the 18-rider gate in his wake, Honea opened up a 10-second margin of victory. James Willingham, Patrick Enstrom and Kody Dill rode wide open with no room for an extra sardine in their can as they charged for the whole four-lap race. Fender to fender going into the white-flag lap, the Kawasaki-powered Dill moved up to take second at the checkers. Enstrom and Justin Davis overcame slow starts to finish third and fourth, respectively, behind Dill.

The top five overall were Honea (1-1), Dill (6-2), Enstrom (5-3), Willingham (4-5) and Davis (7-4).

Gary Shelton had Saturday's winning ticket in the 80cc Beginner event. Before Shelton could claim his trophy, he had to recover from a fourth-place start in moto one and work his way around Kyle Tosh, who is fifth in the series; Justin Little, who is fourth in series; and series leader Chris Milligan. Milligan opened up a five-second lead at the end of lap two, making Shelton's job even harder. Running all-out on lap three, Milligan worked his way through the small cracks between Tosh and Little, moving into second place early on the white-flag lap. Beating Milligan through the corners, Shelton took the lead and held it to the checkers.

In moto two, Shelton charged hard off the gate, leading the remaining 16 riders to the finish. Behind Shelton, Milligan and Justin Malcolm, who is third in the series, worked each other over in their battle for second place. Malcolm closed in during lap three, but Milligan was able to open up his advantage on the final lap and he crossed the finish line second.

The top five overall were Shelton (1-1), Milligan (2-2), Malcolm (4-3), Little (3-5) and Justin Allred (7-4).

Ronnie Jackson blasted his way to a dual-moto win in the 60cc (10-11) class. Jackson steamed up the track as he outdistanced the rest of his class for two solid wins, adding 30 additional points to his first-place standing in the series. However, second place was not yet nailed down, and Danny Atencio continued to duel Jay Teske for the two spot in both motos and the series. Atencio, holding a seven-point advantage going into round four, rode hard and held his line in front of Teske.

In moto two, Jackson opened up a 16-second lead to hold on to his first-place ticket. Atencio and Teske rekindled their fight for second, chased in this moto by James Flook. Atencio once again rode hard and claimed second in this moto, and held on to second place in the series. Teske finished right on Atencio's tail, rounding out the podium. Flook's solid rides netted him fourth overall.

Cody Rhinelander dominated the 32-rider gate of the 125cc C class. Rhinelander ran unchallenged on his Honda in moto one as Yamaha racers Mike Southerland and Josh Johnson diced in the dirt for second, both trying to outpower the other as they threw roost in the faces of fourth-place challengers Rusty Huddle and Aaron Smith. Johnson chewed on Southerland's rear fender as Southerland stole inside lines and remained in front to claim second at the checkers. Huddle, rebounding from a ninth-place start, plowed through his fellow contenders, worked his way around Smith on lap three and held fourth at the finish.

In moto two, Rhinelander repeated his leading performance. Adam Turner swooped in to give Rhinelander a run for his money. Turner, second behind Rhinelander in series points, recovered from a DNF in moto one to apply some pressure in moto two. While knocking on Rhinelander's back door, Turner defended his second-place position from a hungry Smith, who chased Turner for two laps and made his move around Turner in the back sweeper on the white-flag lap to net the number-two spot.

The top five overall were Rhinelander (1-1), Smith (5-2), Johnson (3-5), Southerland (2-10) and Adam Jennings (7-6).

Slip-sliding through the mud, the 50cc Open riders had as much of a challenge with the slick track as with one another. Voting to run only one moto on this drizzly day, the Pee Wee gate was led by Chaz Holladay, who jumped in front of the other 11 mini pilots. Tyler Cummings, eager to improve his third-place series standing, rode hard to catch Holladay. A great three-way battle for third place emerged as Blake Wharton, Reid Miller and Zeb Smith demonstrated how much they loved to race in the mud!

Holladay claimed the number-one spot, followed by Cummings. Wharton rode the throttle to take third. Smith powered past Miller on the final lap, taking fourth place by a wink. CN

Greenville MX Park
Greenville, Texas
Results: October 16-17, 1999 (Round 4)

50 (4-6): 1. Matthew Yost (Cob); 2. Tyler Cummings (Cob); 3. Chase Hunt (Cob); 4. Caleb Dowell (Cob); 5. Reid Miller (Cob).

50 (7-8): 1. Chaz Holladay (Cob); 2. Cory Perdue (KTM); 3. Brandon Willis (Cob); 4. Trey Phillips (KTM); 5. Blake Wharton (Cob).

50 OPEN: 1. Chaz Holladay (Cob); 2. Tyler Cummings (Cob); 3. Blake Wharton (Cob); 4. Zeb Smith (Cob); 5. Reid Miller (Cob).

60 (7-9): 1. Cory Green (Kaw); 2. Levi Gilliam (Kaw); 3. Trey Canard (Kaw); 4. Marshall Smith (Kaw); 5. Jeffrey Fisher (Kaw).

60 (10-11): 1. Ronny Jackson (Kaw); 2. Danny Atencio (Kaw); 3. Jay Teske (Kaw); 4. James Flook (Kaw).

60 OPEN: 1. Ronny Jackson (Kaw); 2. Trey Canard (Kaw); 3. Cory Green (Kaw); 4. Danny Atencio (Kaw); 5. Chaz Holladay (Kaw).

80 BEG: 1. Gary Shelton (Yam); 2. Chris Milligan (Yam); 3. Justin Malcom (Kaw); 4. Justin Little (Yam); 5. Justin Allred (Hon).

80 (7-11): 1. Lance Hollister (Kaw); 2. Ronnie Jackson (Kaw); 3. Vince Monteleone (Kaw); 4. Marshall Smith (Kaw); 5. Tad Montgomery (Hon).

80 (12-13): 1. Jonathan Kerr (Kaw); 2. Nathaniel Benoit (Yam); 3. Kendal Owens (Kaw); 4. Trevor Monles (Kaw); 5. Steven Sampley (Yam).

80 (14-15): 1. Brandon Fulton (Hon); 2. Robbie Smith (Yam); 3. Ernie Phillips (Suz); 4. James Pino (Hon); 5. Cody Drewek (Hon).

80 OPEN: 1. Brandon Fulton (Hon); 2. Nathaniel Benoit (Yam); 3. Cody Drewek (Hon); 4. Greg Chapman (Hon); 5. Lance Hollister (Kaw).

125 BEG: 1. Josh Honea (Yam); 2. Kody Dill (Kaw); 3. Patrick Enstrom (Hon); 4. James Willingham (Hon); 5. Justin Davis (Kaw).

SCHBY: 1. Waylon McCullough (Yam); 2. Chad Cook (Hon); 3. Jason Gaddis (Kaw); 4. Rusty Huddle (Yam); 5. Danny Waldrop (Yam).

125 NOV: 1. Cody Rhinelander (Hon); 2. Aaron Smith (Yam); 3. Josh Johnson (Yam); 4. Mike Southerland (Yam); 5. Adam Jennings (Yam).

125 INT: 1. Waylon McCullough (Yam); 2. McFly Scheel (Suz); 3. Shane Doughty (Kaw); 4. Jason Gaddis (Kaw); 5. Dustin Cantrell (Yam).

125 OPEN AM.: 1. Waylon McCullough (Yam); 2. Dustin Cantrell (Yam); 3. Danny Waldrop (Yam); 4. Josh Johnson (Yam); 5. David Tarnow (Kaw).

125 PRO: 1. Chase Reed (Yam); 2. Nathan Hale (Yam); 3. Adam Mennenga (Kaw); 4. Dwain Carter (Yam); 5. Waylon Litchfield (Suz).

250 BEG: 1. David Mace (Suz); 2. Chris Noles (Hon); 3. Tracy Utpadei (Hon); 4. Rick Ruppel (Suz); 5. Keith Dill (Yam).

250 NOV: 1. Cody Rheinlander (Hon); 2. Chance Miles (Kaw) 3. Jason Lovell (Yam); 4. Randy Hayes (Kaw); 5. Brian Riggan (Suz).

250 INT: 1. McFly Scheel (Suz); 2. Cory Young (Yam); 3. Brent Miller (Yam); 4. Dustin Cantrell (Yam); 5. Justin Warren (Hon).

250 OPEN AM: 1. Chance Miles (Kaw); 2. Brent Miller (Yam); 3. David Hallmark (Yam); 4. Brian Riggan (Suz); 5. Chris Marek (Yam).

250 PRO: 1. Chase Reed (Yam); 2. Adam Mennenga (Kaw); 3. Nathan Hale (Yam); 4. David Jones (Yam); 5. Waylon Litchfield (Suz).

25+ NOV: 1. Scott Ruark (Hon); 2. James Tennyson (Yam); 3. Bubba Bardwell (Yam); 4. Aaron Woodfield (Kaw); 5. Paul Bishop (Yam).

25+ INT: 1. Adam Cox (Kaw); 2. Bruce Staples (Hon); 3. Greg Ingels (Kaw); 4. Franz Hyland; 5. John Portman (KTM).

25+ PRO: 1. Clay Hoenschell (Kaw); 2. David Jones (Yam); 3. Billy Morrison (Suz); 4. Steve Dennis (Yam); 5. Dwain Carter (Yam).

30+ NOV: 1. James Tennyson (Yam); 2. Bubba Bardwell (Yam); 3. David Cain (Kaw); 4. Marty Painter (Kaw); 5. Tom Settle (Kaw).

30+ INT: 1. Bruce Staples (Hon); 2. Lee Upton (Kaw); 3. John Portman (KTM); 4. Ronnie Coste (Hon); 5. Alad Burden (Kaw).

30+ PRO: 1. Clay Hoenschell (Kaw); 2. Michael Keating (Suz).

40+: 1. Steve McCombs (Yam); 2. Jack Yost (Kaw); 3. Robert Porter (Yam); 4. Gary Starnes (Hon); 5. Marshall Truman (Kaw).

4-STRK: 1. Steve Dennis (Yam); 2. Kyle Hudson (Yam); 3. John Brett (Yam); 4. Matt Phillips (Yam); 5. Jared Simmons (Yam).

LDS: 1. Jacki Hudson (Kaw); 2. Tracy Kisor (Kaw); 3. Wendy Dial (Hon); 4. Matt Phillips (Yam); 5. Jared Simmons (Yam).

Carsten digs the sand at Wildwood

By Barbara Williams

WILDWOOD, NJ, OCT. 9-10

Suzuki-mounted Barry Carsten dominated the 125cc A, 250cc A and Over 30 A classes at the fourth annual Thunder in the Sand two-day motocross beach race, in spite of a broken bike and a toothache. Rossini Racing Products' Ty Wallace had the Over 25 A event locked up, and he was the next-biggest money winner of the weekend, with three moto seconds and a third for second overall in both 125cc A and 250cc A.

"It was fun," smiled Carsten back at his camper with his wife, Tammy, and his daughter and baby son. "Racing on the beach is something different."

An added bonus was when Steffi Bau, TFWITW (The Fastest Woman In The World), stepped up to the sign-up window to enter the 125cc A contest along with the guys.

"I hope to do well here," she said quietly.

Steffi did indeed do well: a top-five finish in the 125cc A event - maybe not good enough to satisfy her, but certainly enough to bother some of the guys.

This event, produced by the New Jersey Hot Rod Association, is quickly becoming a classic, as it is unique. Wildwood's huge mile-long beach track drew 350 riders who were eager to play in the sand at the water's edge, against the backdrop of the Morey's Pier amusements and boardwalk. In addition to the contingencies provided by various industry supporters, Morey's generously offered free passes to the Pier for riders, as well as discount coupons for their family members or friends (a donation totaling a $14,000 value).

The track itself, designed and maintained by JMX Racing of North Carolina, quickly showed who could ride in sand and who were the victims of wishful thinking. Carsten can definitely ride in deep sand.

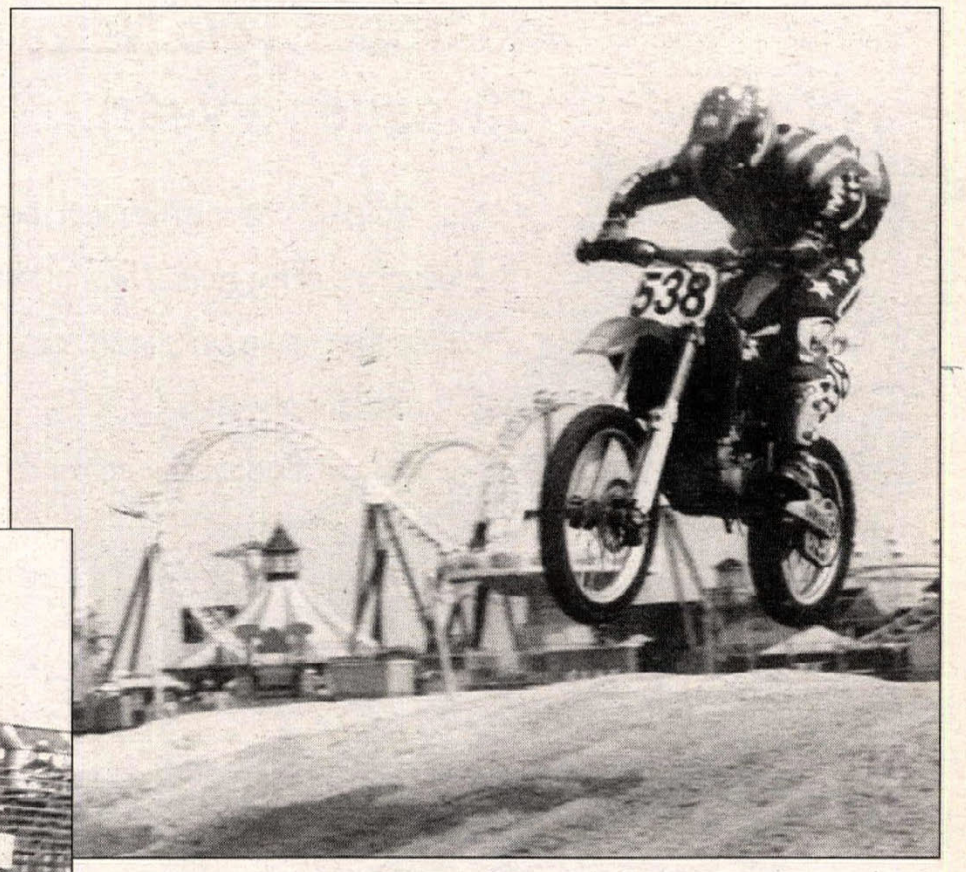
Carsten's victories were not without effort, however. He did not get every holeshot - those went mostly to Wallace - and on Saturday, both Wallace and Brian Carroll made life difficult for Carsten by leading the first 250cc A moto. However, Carsten was in control by the time they came past the scoring stand after the first lap, and he led every lap thereafter.

Wallace absconded with the holeshot and led for much of the first lap, with Carroll on his YZ's fender and Carsten in third. Just after the midway point, Ty's front wheel strayed into some white sand and it twisted sharply, dumping Wallace. Carroll stepped up, and for a few turns he and Carsten were only a bike length apart. But Carsten was patient and kept the pressure on, finally taking over the lead late in the lap.

With Carsten out in front, Wallace began slogging through the sand to work his way back up, chasing Carroll and Ralph DeLanzo III of Cape May Court, New Jersey. Ty was able to pass DeLanzo and regain third, but that was as far as he got. Wallace crossed the line in third, and Carroll was second.

Saturday's thin overcast turned to rain on Sunday, mostly annoying drizzle with some windy showers. Luckily, the temperatures did not drop much.

The second 250cc A moto was the last of the day, and it turned out to be the best. Carsten and Wallace opened up an early lead on the rest of the field of 15. Wallace tried everything, but he could not force an opening to get past Carsten, who sailed past the checkered flag a length ahead of Wallace - the most advantage he'd had all moto.



(Above) Brian Carroll's wild rides at the Thunder in the Sand event in Wildwood, New Jersey, earned him second place in the Over 25 A and Over 30 A classes and third place in the 250cc A class. Carroll sports the Stars and Stripes at every race, so he's easy to spot.
(Left) Champion Steffi Bau (956) rattled some cages by placing fifth in the 125cc A event.

Carroll had gotten held up in turn one when a couple of riders slid out and blocked the track. Recovering in fifth, Brian set out on a mission toward the front, but by the time he got to third, the lead pair were still two long straightaways ahead. So he settled into third, but he was soon joined by Jim McIlvaine of Englishtown. Carroll's comfy position turned into a battle that was every bit as fierce as that between Carsten and Wallace.

Lap after lap, they blasted through the sand, Carroll dumping soggy, sandy roost on McIlvaine through the corners and then holding off serious challenges on the straights. Finally, on the last half of the last lap, scudding over the infield whoops, McIlvaine goosed it and didn't brake for the corner until the last second. Jim muscled into third and held it until the checkered flag.

"I was dyin'," Carroll later said to McIlvaine, with a laugh. "I was just hoping that I could hang on and maybe you wouldn't make it past me into the corner, but you did. Good race, man."

Carsten accepted congratulations for his wins with his customary smile.

"My regular 250 was broken, so I borrowed this one from a friend," said Carsten. "Even though it isn't set up for me at all, it did the job."

Wallace was philosophical about the weekend.

"This is really about the hardest I've raced since coming back from my broken femur," said Wallace. "The stamina isn't nearly what it should be yet, but RRP is willing to hang in there with me, so next year we're going for it."

Wallace and RRP plan to compete in the PACE Arenacross Series, then hop over to the AMA EA Sports Supercross 125cc Eastern Region events, and then go on to all of the outdoor National MX Series. CN

Thunder in the Sand
Wildwood, New Jersey
Results: October 9-10, 1999

85 (7-11): 1. Kyle Perry (Hon); 2. David Scott (Kaw); 3. Teddy Grant (Hon); 4. Dale Kelly Jr. (Kaw); 5. Chris Rennles (Kaw).

85 (12-13): 1. Jesse Festenstine (Kaw); 2. Dean Smith (Hon); 3. Charles Perna (Hon); 4. Matthew Breder (Yam); 5. Matthew Mashura (Hon).

85 (14-15): 1. David Bonanata (Hon); 2. Michael Stuart (Yam); 3. Matt McCurry (Yam).

S/MINI: 1. Jesse Festenstine (Kaw); 2. Kyle Perry (Hon); 3. Dean Smith (Hon); 4. Dale Kelly Jr. (Kaw).

SCHBY: 1. Kenneth Rand Jr. (Yam); 2. Archie Perry (Hon); 3. Jimmy Romer (Hon); 4. Zach Miklea (Yam); 5. Eric Balawejder (Yam).

CLGBY: 1. Christopher Chonko (Yam); 2. Matt Bartholomew (Hon); 3. Christopher Beddiges II (Kaw); 4. Tony Cavazza (Hon); 5. Bobby Boyle (Suz).

125 A: 1. Barry Carsten (Suz); 2. Ty Wallace (Yam); 3. Brad Batson (Hus); 4. Christopher Chonko (Yam); 5. Stefania Bau (Kaw).

125 B: 1. Kenneth Rand Jr. (Yam); 2. Jimmy Romer (Hon); 3. Jeremi Truex (Suz); 4. Archie Perry (Hon); 5. Charlie Fisher (Suz).

125 C: 1. Justin Fazekas (Kaw); 2. Zach Miklea (Yam); 3. Chip Koban (Yam); 4. Brian Calma (Yam); 5. Steven Spencer (Hon).

125/250 D: 1. Andrew Ricco (Yam); 2. Justin Rand (Suz); 3. Albert Mooney Jr. (Yam); 4. Greg Roman (Kaw); 5. Charles Hock (Hon).

250 A: 1. Barry Carsten (Suz); 2. Ty Wallace (Yam); 3. Brian Carroll (Yam); 4. James McIlvaine (Yam); 5. Bob Sorenson (Hon).

250 B: 1. Mark Wesnofske (Hon); 2. Robert Stravinsky (Suz); 3. Mark DiPasquale (Yam); 4. Joe Deller (Kaw); 5. Jason Benkowitsch (Hon).

250 C: 1. Michael Moschitta (Kaw); 2. Richie Strube (Kaw); 3. Alfred Portilla (Hon); 4. Dean Ploumitsakos (Suz); 5. Charles Hock (Hon).

25+ A: 1. Ty Wallace (Yam); 2. Brian Carroll (Yam); 3. Brad Batson (Hus); 4. Andrew Gentile (Yam); 5. Bill Sellers (Kaw).

25+ B: 1. Robert Stravinsky (Suz); 2. Mark Loniewski (Kaw); 3. Jason Benkowitsch (Hon); 4. Jeff Hudanich (Yam); 5. Keith Bowman (Hon).

25+ C: 1. Anthony Narchini (Kaw); 2. Karl Bohn (Kaw); 3. Andrew Vihelyi (Hon); 4. Alfred Portilla (Hon); 5. Michael Hudanich (Suz).

30+ A: 1. Barry Carsten (Suz); 2. Brian Carroll (Yam); 3. James McIlvaine (Yam); 4. Bob Sorenson (Hon); 5. Christopher Vannote (Hon).

30+ B: 1. Mark Loniewski (Kaw); 2. Jim Helveston (Kaw); 3. David Myers (Yam); 4. Bill Morgan (Suz); 5. Jeff Hudanich (Yam).

30+ C: 1. Rick Bender (Hon); 2. Anthony Narchini (Kaw); 3. Karl Bohn (Kaw); 4. Michael Moschitta (Kaw); 5. Tom Cutter (Kaw).

35+: 1. David Myers (Yam); 2. William Fix (Kaw); 3. Paul Hanna (Hon); 4. Tom Cutter (Kaw); 5. Bill Morgan (Suz).

U/L AM: 1. Mark Wesnofske (Hon); 2. Charlie Fisher (Suz); 3. Jimmy Romer (Hon); 4. Mark DiPasquale (Yam); 5. Joe Deller (Kaw).

U/L C/D: 1. Robert Novak (Yam); 2. Chip Koban (Yam); 3. Richie Strube (Kaw); 4. Jeffrey Mount (Suz); 5. Justin Rand (Suz).

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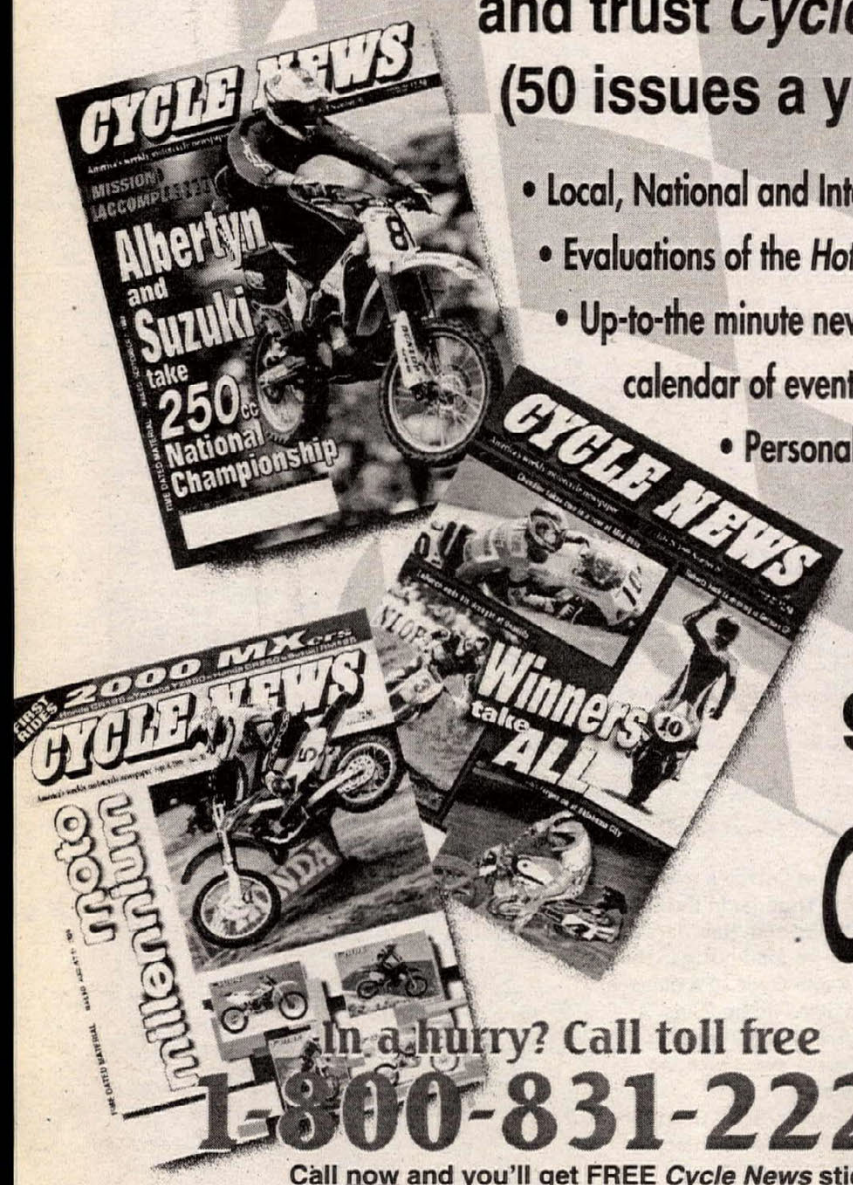

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Lincoln Trail Motosports

Simpson hits a homer

By Honnalora Hubbard

CASEY, IL, OCT. 10

This was a weekend for true motocross enthusiasts. With all the rain leading up to the event, expectations weren't very high, but the LTM crew, fans, and riders kept the spirits high.

Saturday's schedule was shortened to one moto per class in order to save the track for the next day's event. Luckily, by the middle of the day the sun came out, and by the time the Pros took to the track, things were shaping up. The 100-foot Casey downhill triple was opened, and the Pros put on quite a show for the spectators.

In the 125cc Pro class, there were 19 riders on the line. Ben Riddle took first, Jeff Gibson placed second, and David Oettel came in third. Local favorite Jeremy Brewington finished an impressive fifth. Sneaking into the top five in the fourth position was Robby McQuary.

Riddle was a two-time overall winner for the day, finishing first in the 250cc A class. Again, Gibson was right behind him to take second, followed by Robbie Skaggs with a 7-2 finish to place third. Clark Stiles finished fourth, and Oettel took the fifth spot.

The Four-Stroke National class was the highest-flying class of the day. KTM rider Kelly Smith finished first overall. Jim Neese flew on his Yamaha for the second-place honors; with Stiles, Todd Downs and Illinois' own Nate Eslinger finishing third, fourth and fifth, respectively.

The amateur classes had plenty of excitement. Riding in the 125cc B class, Robert Simpson hit a "home run," staying out in front for first place overall. Dustin Lustig finished second in the first moto, and then battled in the second moto with Brandon Petty and Clint Johnson. Lustig crossed the line fourth, garnering a 2-4 for second overall. Petty crossed the line second in that moto after some trouble in the first moto, earning ninth overall. Oakland, Illinois' Johnson fought hard in each moto for his 4-3 finishes and the third-place plaque.

The 125cc C riders learned that you have to finish both motos to have a chance at a top spot. Due to mechanical difficulties, crashes, and just plain bad luck, it was a struggle to cross the finish line in the first moto. Nine riders headed back to the pits before they saw the checkered flag. Jim Currie saw the checkers first in both motos. John Brewer of Westfield, Illinois, took a second and an eighth, taking home second for the day. Doug Moffitt's 3-10 was equal to third place overall.

Lustig hit the track again in the 250cc B race. This time he went 1-1 for first overall. Sometimes three plus three equals two; this was the case for Honda rider Josh Decker, who earned second place with 3-3 showings. After some struggles in the first moto and a seventh-place finish, Hillsboro, Illinois' Adam Wright rallied back in the second moto to a second-place finish. This combination was good for third overall. Mitchell Stortzum and Greg Powell rounded out the top five.

In the 250cc C class, 17 riders attempted to walk away with the first-place plaque. Brett Herrick was the one who reached the goal. After coming in behind newcomer Mike Walls in the first moto, Herrick crossed the line first in the second moto. Walls won the first moto and finished third in moto two, placing second for the day. Daniel Greeg, Ruric Doggett and Neil Huffman completed the top five.

By the afternoon, the track conditions were more than good enough for the 65cc and 50cc classes to get in their motos. Leading the 65cc class was Philo Petricic. The top 50cc honors went to Dillon Hall (for the seniors) and Jacob Thomas (for the juniors). Both 50cc classes had a full class and were able to score full points. CN

Lincoln Trail Motosports
Casey, Illinois
Results: October 10, 1999

51 STK CL-1: 1. Jacob Thomas; 2. Justin Freund; 3. Brennon Kershaw (KTM); 4. Kenneth Dage Jr.; 5. Brandon Herschell.
51 STK CL-2: 1. Dillon Hall (Kaw); 2. Daniel Burks (Cob); 3. Amy Mellinger; 4. Jake Feider (Lem); 5. Austin Floyd.
65: 1. Philo Petricic (Kaw); 2. Derek Milkovich (KTM); 3. Bryce Bowman (KTM); 4. Daniel Burks (Kaw); 5. Devin Burks.
85 JR: 1. Jacob Lustig (Suz).
85 SR: 1. Justin Thompson (Yam); 2. Jack Campbell (Kaw); 3. James Hayes (Kaw); 4. Billy Short (Hon); 5. Kevin Markwardt (Suz).
125 A: 1. Ben Riddle (Kaw); 2. Jeff Gibson (Kaw); 3. David Oettel (Suz); 4. Robby McQuary; 5. Jeremy Brewington (Hon).
125 B: 1. Robert Simpson (Yam); 2. Dustin Lustig (Suz); 3. Clint Johnson (Hon); 4. Glenn Manning (KTM); 5. Ross Patterson (Yam).
125 C: 1. Jim Currie (Kaw); 2. John Brewer (Hon); 3. Doug Moffitt (Suz); 4. Brandon Hayes (Yam); 5. Mike Staub (Yam).
125 D: 1. Steven Graves (Hon); 2. Ty Duncan (Suz); 3. Don Richardson (Kaw); 4. Jacob Fowler; 5. Shane Lutz (Yam).
250 A: 1. Ben Riddle; 2. Jeff Gibson (Kaw); 3. Robbie Skaggs (Yam); 4. Clark Stiles (Yam); 5. David Oettel (Suz).
250 B: 1. Dustin Lustig (Suz); 2. Josh Decker (Hon); 3. Adam Wright (Kaw); 4. Mitchell Stortzum (Hon); 5. Greg Powell (Suz).
250 C: 1. Brett Lawrence (Suz); 2. Mike Walls (Hon); 3. Daniel Greeg (Suz); 4. Ruric Doggett (Kaw); 5. Neil Huffman (Yam).
14-24: 1. Douglas Huston Jr. (Hon); 2. Mitchell Stortzum (Hon).
14-24 A: 1. Douglas Huston Jr. (Hon).
14-24 B: 1. Mitchell Stortzum (Hon).
25+ A: 1. Chris Caplinger (Yam); 2. Bill Hubbard (Hon); 3. Alex Rossetto III (Kaw); 4. Matt Pursley (Yam).
30+B: 1. Bill Hubbard (Hon); 2. Rusty Kennedy (KTM); 3. Brad Randolph (Yam); 4. Brenton Monday (Hon); 5. Robert Carpenter (Kaw).
35+: 1. William Bowman (Kaw); 2. Steven Shank (Kaw); 3. Gary Peak (Yam); 4. Donnie Foster (Yam).
40+: 1. Gary Peak (Yam); 2. Greg Mellinger; 3. Dennis Harlan (Yam); 4. Bradlee Lake (Kaw).
4-STRK: 1. Kelly Smith (KTM); 2. Jim Neese (Yam); 3. Clark Stiles (Yam); 4. Todd Downs (Yam); 5. Nate Eslinger (Yam).
OPEN A: 1. Greg Rubenacker (Yam); 2. Mike Capodice (Yam).

CMC Trans-Cal MX Nationals
Round 3: Los Angeles County Raceway

Young, Gosselaar cash in

By Tony Alessi

PALMDALE, CA, OCT. 3

A gaggle of top national privateers faced off during round three of CMC's Trans-Cal Nationals, held at Los Angeles County Raceway in Palmdale. When the commotion in the 125cc and 250cc Pro classes settled down, FMF/No Fear-backed Michael Young had smashed his competition in the 125cc division, while Honda-mounted Christopher Gosselaar had racked up the win in the always-competitive 250cc class.

With this only being his fourth race back since breaking his wrist during the Mammoth Mountain Motocross earlier this season, Young had his hands full when the gate dropped for the first 125cc Pro moto. Gerret Ordelman led the pack on lap one, with Gosselaar and Young in tow. With less than a lap in the books, Gosselaar attempted a pass for the lead, but he found himself flipping violently through the air instead.

"I was going for the lead heading into the back section of the track when I swapped really bad right before a jump and went down hard," said Gosselaar.

Young narrowly missed clipping Gosselaar's bike as it flipped by, but he was able to stay focused, and he put pressure on Ordelman. Young then displaced Ordelman to the runner-up spot before the opening lap was complete.

With Young now at the helm, the race was for the second spot. Ordelman dropped another spot, giving way to MotoWorld's Greg Schnell. Johnny Marley took fourth at the checkers, followed by Billy Payne and Jeremy Chaussee.

Michael Young (782) flew to victory in the 125cc Pro division at round three of the CMC Trans-Cal MX Nationals, held at LACR in Palmdale, California.

Schnell led the freight train of riders at the start of the second moto, with Young and Payne ready for action. Young kept pressuring Schnell until he cracked. In one fell swoop, Young put himself back where he had finished the first moto, and he was ready to dictate the outcome of the race. Schnell did his best to reclose the gap on the leader, although it was all for naught in the end. Gosselaar was ready to swap some rubber after crashing his brains out in moto one. He laid some heat on Payne halfway through the moto and was able to salvage a third-place finish.

Young took home the cash with his two moto victories, while Schnell and Payne picked up the change with second- and third-place finishes for the day.

The 250cc Pro class appeared to belong to Suzuki rider Tyler Evans at the start of moto one. Gosselaar, Schnell and Payne were back from the 125cc contest, each hoping to take the cash. Evans had the lead, but Gosselaar was not ready to let it end at that point. With the pressure on Evans, he bobbled, allowing Gosselaar to stick a wheel in and briefly take the lead. The two rode in tandem through several turns until Evans regained command of the race. Evans then pulled almost a seven-second lead during the next few laps. Back in the pack, Payne and Schnell were slapping each other around for the third-place spot. Schnell finally made the pass stick with only a few laps to go.

It looked as if the race was all but over until Evans started to slow, taking a peak over the tail end of his bike. Evans had a problem with his rear wheel. (It was later discovered that the pins that hold the brake pads in place had fallen out, along with the pads.) Gosselaar inherited the lead, followed by Schnell and Payne. Evans was able to hold on to fourth despite his brake problems.

Gosselaar nailed the holeshot in moto two, followed by Evans and Jeremy Chaussee. Evans tried to redeem himself after his first-moto fade, but his pass in the back section left him off the track. Evans fought back to claim the runner-up spot at the end. Chaussee took the lead and the moto win. Gosselaar ended up falling back to third, while Schnell finished fourth. Gosselaar ended up taking the overall win.

Warren Tittlemier nailed down the 250cc Intermediate-class win over Tim Weigand, Travis Smith and Josh Mason. The first race was a wild one, with the lead changing four times during the moto before Tittlemier claimed the checkered. Mason had the early lead until Brandon Milstead took over on lap two. Milstead started to put some distance on the field before crashing out of contention through the whoops. Then Weigand worked his way into the lead, with Tittlemier hot on his tail. This duo pulled away from the field, with Weigand pulling slightly on Tittlemier. Weigand made a mistake, and both Tittlemier and Mason sneaked by to take first and second.

Moto two was not as exciting as the first, as Weigand pulled off a wire-to-wire win. Patrick Wade had a poor first moto, finishing 12th; in moto two, he held the runner-up spot until the last lap, when Tittlemier spoiled his finish with a pass. Tittlemier's second-place finish earned him the overall, followed by Weigand and Smith.

In the 80cc Beginner class, Tye Hames and Michael Parker swapped moto wins, with Hames taking the overall. Third went to Shawn Mohr after a good battle with Casey Hinson.

In the Schoolboy class, potential future superstars Michael Blose, Christopher Tocco and Scott Howe showed their talents. Blose took both motos. Tocco claimed a pair of seconds. Howe nailed down third with 4-3 moto finishes. CN

(Left) Brian Butler did it at the Jackhammer Enduro in Fouts Springs, California, seen here attacking the rocky section before the first check en route to his overall win.
(Above) Erick Vallejo (98) and Christian Blanco (11) traded main-event wins at the two-day Monster Truck National and Extreme Motocross Series event held at the Rio Grande Speedway in McAllen, Texas.

Los Angeles County Raceway
Palmdale, California
Results: October 3, 1999 (Round 3)

P/W (4-6): 1. Tanner Krahenbuhl (Cob); 2. Chris Plouffe (KTM); 3. Keith Robinson (Cob); 4. Chandler Quinette (KTM); 5. Aryanne Poole (ATK).

P/W (7-8): 1. Blake Baggett (Cob); 2. Ronnie Goodwin (Cob); 3. Jake Canada (Cob); 4. Cody Farrar (KTM); 5. Cale Summerford (KTM).

60 BEG: 1. Dana Dreier (Kaw); 2. Dylan Pemberton (Kaw); 3. Jacob Robuk (KTM); 4. Curtis McLellan (Kaw); 5. Justin Eubanks (KTM).

60 (0-8): 1. Shawn Butler (Kaw); 2. Ronnie Goodwin (Kaw); 3. Dustin Pipes (Kaw); 4. Kyle Smith (Kaw); 5. Tanner Krahenbuhl (Kaw).

60 (9-11): 1. Trent Pugmire (Kaw); 2. Drew Gosselaar (Kaw); 3. Bryce Terzian (KTM); 4. Casey Huntley (Kaw); 5. Jared Partridge (Kaw).

80 BEG: 1. Derreck Murphy (Suz); 2. Steven Colson (Yam); 3. Casey Logan (Kaw); 4. Steven Hoyle (Yam); 5. Randy Hill (Yam).

80 B/W: 1. Brent Carson (Kaw); 2. Travis Work (Kaw).

80 (7-11): 1. Tye Hames (Kaw); 2. Michael Parker (Hon); 3. Shawn Mohr (Yam); 4. Casey Hinson (Suz); 5. Dustin Pipes (Suz).

80 (12-13): 1. Kyle Partridge (Suz); 2. Scott Simon (Yam); 3. Paul Pearcy (Suz); 4. Ty Morrow (Suz); 5. Andrew Petrie (Kaw).

80 (14-16): 1. Sean Collier (Kaw); 2. Kyle Mace (Yam); 3. Chris Norr (Hon); 4. Daryl Ecklund (Yam); 5. Steven Hernandez (Yam).

S/MINI: 1. Daryl Ecklund (Yam); 2. Sean Collier (Kaw); 3. Kyle Partridge (Suz); 4. Kyle Mace (Yam); 5. Scott Simon (Yam).

SCHBY: 1. Michael Blose (Yam); 2. Chris Tocco (Yam); 3. Scott Howe (Yam); 4. Joseph Page (Yam); 5. Bobby Steffan (Kaw).

125 BEG: 1. Ryan Happy (Yam); 2. Cody Padgett (Yam); 3. Brian Anderson (Suz); 4. Derrik Klein (Hon); 5. Cody Krasell (Yam).

125 JR: 1. Donnie Beber (Kaw); 2. Brandon Norton (Yam); 3. Cody Hertel (Hon); 4. Bo Williams (Yam); 5. Bobby Steffan (Kaw).

125 INT: 1. Michael Blose (Yam); 2. Chris Tocco (Yam); 3. Nick McBride (Yam); 4. Tim Weigand (Yam); 5. Brandon Milstead (Suz).

125 PRO: 1. Michael Young (Yam); 2. Greg Schnell (Yam); 3. Billy Payne (Kaw); 4. Tyler Evans (Suz); 5. Gerret Ordelman (Yam).

250 BEG: 1. Donny Emler Jr.; 2. Mike Hart (Hus); 3. Kevin Lillywhite (Yam); 4. Matt Hart (Kaw); 5. Dan Ashbrook (Suz).

250 JR: 1. Mike Gubuy (Yam); 2. Ryan Evans (Hon); 3. Josh Bagge (Hon); 4. Robby Ervett (Yam); 5. Justin Marszalefk (Kaw).

250 INT: 1. Warren Tittlemier (Hon); 2. Tim Weigand (Yam); 3. Travis Smith (Suz); 4. Josh Mason (Yam); 5. Nick Mairose (Suz).

250 PRO: 1. Christopher Gosselaar (Hon); 2. Tyler Evans (Suz); 3. Greg Schnell (Yam); 4. Jeremy Chaussee (Yam); 5. Billy Payne (Kaw).

25+ AM: 1. Rob Hopkins (Suz); 2. Chris Radzinski (Kaw); 3. Steve Piattoni (Suz); 4. Jason Larson (Kaw); 5. Ed Guajardo (Suz).

25+ MSTR: 1. Jon Zahrt (Suz); 2. Joe Hopkins (Suz); 3. Nick Mairose (Suz); 4. Brandon Milstead (Suz); 5. Kenny Zahrt (Suz).

25+ PRO: 1. Bryan Nelson (Yam); 2. Matt Bateman (Suz); 3. Craig Davis (KTM); 4. Joe Root (Suz); 5. Bob Shimp (Yam).

VET BEG: 1. Alan Fields (Yam); 2. Chuck St. Romain (Kaw); 3. Nick Daily (Suz); 4. Zsoet Szatioczki (Kaw); 5. Jeremy Boyd (Yam).

VET JR: 1. David Fontes (Suz); 2. Milton Mize (Kaw); 3. Rick Smith (Yam); 4. Alex Temo (Yam); 5. Tim Rutherford (Hon).

VET INT: 1. Chris Radzinski (Kaw); 2. Mark Gambetta (Yam); 3. Steve Piattoni (Suz); 4. Ed Guajardo (Suz); 5. Rob Hopkins (Suz).

VET MSTR: 1. Jon Zahrt (Suz); 2. Joe Hopkins (Suz); 3. Kenny Zahrt (Suz); 4. Jeff Root (Suz); 5. Bob Shimp (Yam).

40+ AM: 1. Clifton Wamer (Yam); 2. Brad Sloan (Yam); 3. Brian Farner (Kaw); 4. Robert Leonard (Yam); 5. Andy Flum (Yam).

40+ MSTR: 1. Mark Gambetta (Yam); 2. Steve Williams (Hon); 3. David Fontes (Suz); 4. Joel Harriott (Yam); 5. Milton Mize (Kaw).

Northern California Enduro Series
Round 6: Jackhammer Enduro

Butler shatters the Jackhammer

By Jill Ashworth Patterson

FOUTS SPRINGS, CA, OCT. 17

KX250-mounted Brian Butler extended his series lead by claiming the overall victory at Oakland Motorcycle Club's 29th annual Jackhammer Enduro. The sixth round of District 36's Northern California Enduro Series was held in Fouts Springs, California.

Butler is now more than 30 points ahead of Tim J. Stowe in the series points, the latter moving from third in the series to second place with his fourth-overall finish.

Dust and its resulting poor visibility were once again the primary obstacles faced by nearly 170 riders during the two-loop, 96.7-ground-mile event.

OMC's Brian Jagger and George Keeran designed a challenging, fast and technical course that surprised riders by featuring high speed averages mixed with unexpected check placements.

Loop one was 47.7 miles long and started with a 4-mile ascent up "Potato Hill." Check one, which was located at 4.7 miles, was the check-in to the first special test.

At check two, Damien Galford emerged from the 3.5-mile test with the swiftest time of 2.132. Kevin Wiley was second with a 2.226. Other riders scored three or more.

Almost 40 miles and three checks later, riders compared scores at the gas stop. Galford was out front with 5.132. Stowe had 6.188, and Wiley's card showed 6.226. Butler was in fourth with 7.191, followed by Greg Ruffoni with 7.210.

"Damien was riding awesome and had points on all of us," Butler said. "He was keeping us honest."

"The first test set my pace for the day," Galford said, "but I caught myself riding a little more conservative later."

The second loop's 49 miles began with a test as riders left the gas. Eight miles later, at check six, Butler closed the gap by dropping only three points to Galford's four.

"I knew I had to stay focused," Butler said. "I just put my head down and rode."

Galford was aware his lead might be in jeopardy.

"I had to ditch the conservative thing," Galford said, "so I went for it."

At the seventh check, Butler's extra concentration and precise riding added only five tie-breaker seconds to his score. Galford got to the check to discover that he had burned it.

"There was so much dust," Galford said. "I rolled up to the check as fast as I could, but I made the stupid mental mistake of not looking down at my clock first."

The Faultline Suspension/Red Line Oil/FMF-sponsored Butler zeroed the last three checks and crossed the finish line with a score of 10.204, leaving Motul/G&B Kawasaki/Cycle Pro of Santa Rosa-backed Galford in second with 11.190.

Ruffoni, who also zeroed the last four checks, turned in the third-place score of 11.240.

"I was riding on the minute ahead of Brian," said the Zoom Cycle/One Industries/Pro Grip-supported Ruffoni, "and I knew I was having a great ride, because he never passed me. My finish feels good, since this was only my fifth race as an A rider."

The Suzuki/Motion Pro/Bennett LTD-sponsored Stowe dropped a point at the ninth check, sliding back to the fourth-overall score of 11.267.

Glenn Martinson, backed by 1-800-CYCLE-GEAR and Woodland Cycle, had a consistent day and ended his ride with a score of 11.274, good for fifth overall.

"The course was great," Martinson said. "Especially the second loop, with its speed averages and new trail."

"Its just too bad that none of our rain dances worked," added Stowe. "That's the only thing that could have made the day better."

Event participants wore green ribbons on their helmets during the race in memory of 13-year-old enduro and cross country B-class rider Matt Poor, who died the week before in an accident. Six members of Poor's family, including his father, mother and both brothers, rode the enduro to honor him, while approximately 30 other family members were there to encourage and support them.

"We're going to miss Matt," Butler said. "He was on his way to being one of the fastest riders in the district. I'm sure he's out there, roosting us from a better place." CN

Jackhammer Enduro
Fouts Springs, California
Results: October 17, 1999

O/A: 1. Brian Butler (Kaw); 2. Damien Galford (Kaw); 3. Greg Ruffoni (Kaw); 4. Tim J. Stowe (Suz); 5. Glenn Martinson (Yam).

AA: 1. Brian Butler (Kaw); 2. Tim J. Stowe (Suz); 3. Craig Wesner (Kaw); 4. Dave Wood (CRE).

A 200: 1. Steve Shoemaker (Yam); 2. Chad Grass (Hon); 3. Robert Wynn (KTM); 4. Craig Hoffman (KTM); 5. Jeff Geiskope (KTM).

A 250: 1. Damien Galford (Kaw); 2. Greg Ruffoni (Kaw); 3. Jason Gerbi (Hon); 4. Jim Matheson (Hon); 5. Mike Pascarella (KTM).

A OPEN: 1. Brodie DeMartile (Hon); 2. Ty Spooner (KTM); 3. Billy Russell (KTM); 4. Curt Kiser (KTM); 5. Shawn McNeil (KTM).

A 4-STRK: 1. Glenn Martinson (Yam); 2. Russell Pereira (Yam); 3. Darrell Bishop (Hon); 4. John S. Poor (Hon); 5. Ryan Gouldthread (Hon).

A VET: 1. Ben Gledhill (Kaw); 2. James Boardman (Hon); 3. Kevin Wiley (Yam); 4. Marc DeMarco (KTM); 5. Todd Winslow (Kaw).

A SR: 1. Wayne Hatch (Kaw); 2. Kent Parker (Kaw); 3. David Smith (KTM); 4. Chuck Perlow (Kaw); 5. Chris von Kleist (Hon).

A S/SR: 1. Richard Adan (Hon); 2. Phillip Bishop (Hon); 3. Jeff Carr (KTM); 4. Pete Pritchard (KTM); 5. Joe Ferrante (Yam).

B O/A: 1. Chris Thomas (Hon); 2. Michael Phair (Yam); 3. Ben Porschet (KTM); 4. Troy McWilliams (Hon); 5. Kevin Ruffoni (KTM).

B 200: 1. Jerry Blinkenberg (Yam); 2. Sean Prewett; 3. Susan Poor (Hon).

B 250: 1. Chris Thomas (Hon); 2. Tim Campbell (Suz); 3. Michael Christensen (Suz); 4. Scott McEnespy (KTM); 5. Brooke Shaw (Kaw).

B OPEN: 1. Ben Porschet (KTM); 2. Kevin Ruffoni (KTM); 3. Jeff Mauro (Hon); 4. Robert Laird (Hon); 5. Tony Elmore (Hon).

B 4-STRK: 1. Michael Phair (Yam); 2. Troy McWilliams (Hon); 3. Steven Poor (Hon); 4. John Murphy (Hon).

B VET: 1. Brody Borgogno (KTM); 2. Kevin Morris (KTM); 3. Paul Carr (KTM); 4. Graham Hinsdale (Hon); 5. Darren Williams (Yam).

B SR: 1. Randy Patterson (Hon); 2. Alan Plumbridge (Kaw); 3. Hugo Zwetsloot (KTM); 4. James Culver (KTM); 5. Steve Christensen (Suz).

B S/SR: 1. Richard Tiesso (KTM); 2. Jim Peacock (KTM); 3. Meurig Davies (Kaw); 4. Mike McEnespy (KTM).

C O/A: 1. Mark Groo (Yam); 2. Leo Steinle (KTM); 3. Ross R. Ross (Hon); 4. Eric Groo (Hon); 5. Timothy Morrison (Suz).

C 200/250: 1. Timothy Morrison (Suz); 2. Mike Pettinato (Hon); 3. Steve Tourdo (Yam); 4. Matt Finnegan (Hon); 5. Mark Fulbright (Kaw).

C OPEN: 1. Nickolas Holl (KTM); 2. Steve Van Waar (Hon); 3. Al Rodriguez (KTM).

C 4-STRK: 1. Kevin Anderson (Husky); 2. Brian Tripp (Hon); 3. Jason Kabalin (Yam); 4. Richard Clarke (Yam); 5. Dustin DeMarta (Kaw).

C VET: 1. Eric Groo (Hon); 2. Eric Elvin (Hon); 3. Kevin Walker (Kaw); 4. David K. Goddard (Hon); 5. Greg Tellez (Yam).

C SR: 1. Mark Groo (Yam); 2. Leo Steinle (KTM); 3. Ross R. Ross (Hon); 4. Rod Ruggles (Suz); 5. Dennis Potter (KTM).

C S/SR: 1. Donald Chase (Yam); 2. Tim McCabe (Husky); 3. David E. Goddard (Hon); 4. Brad Bird (Hon); 5. Dennis Workman (Hon).

E CL: 1. Brian Chase (Kaw); 2. Charlie Stanley (Kaw); 3. Robert Hurson (Hon); 4. Robert Black (Hon); 5. Randy Brattin (Kaw).

The MEG Monster Truck National/Extreme Motocross Series: Rio Grande Speedway

Viva Vallejo! Bravo Blanco!

By Gary T. Ober

MCALLEN, TX, OCT. 2-3

For the second year in a row, the Motorsports Entertainment Group held a motocross race at the Rio Grande Speedway, close to the Mexican border. The event attracted top riders from South Texas and Mexico, who came to compete for the cash prizes.

More than 2500 spectators came to watch the motocross racing and some car crushing, with monster trucks Iron Warrior, Tuff Enuff, Bustin' Loose, King Krunch and Stone Cold Steve Austin's 3:16.

During halftime, there was a freestyle jump contest that paid $500 to the most popular leaper. There was also a four-lap 50cc Pee Wee race, which was a big hit.

The Saturday night schedule consisted of four heats, two last-chance qualifiers, and a 14-rider main event. There were no classes or displacement rules, as this was an open Pro/Am race. Despite the fact that almost half of the racers chose not to race because the track was too slick and dangerous, the race somehow worked out.

In the first heat of the night, Walter Bode pulled the holeshot and never looked back. Bode piloted his Y2K Brownsville Honda Sports Center-backed CR250 to an easy victory.

The second heat belonged to 125cc

superstar Erick Vallejo, who took the checkers with style. Another surprise guest was Vallejo's amigo from Oaxaca, Christian Blanco. The young Kawasaki jockey held on to take second place, over local ripper Travis Brandt.

Eddie Salazar was the surprise winner of heat number three after a great battle with Andy Lester from Port Mansfield, Texas. Local rider Tim Long was also in the hunt until he cased the triple and crashed hard, giving him a DNF for the night.

The final qualifying heat went to Harlingen Motor Sports Suzuki's Bryan Monjaras, who stomped his peers. The fourth-heat holeshot went to All Brand Cycles-backed Brandon Cameron, but Cameron also cased the triple, handing the lead back to Monjaras and failing to make the main.

In the only Pee Wee race of the evening, local boy Ricky Masso put his KTM up front with a strong holeshot. Ricky Garcia was running in second, followed by William Masso. A third-lap mistake put lead rider Ricky Masso on the ground, giving the lead to Garcia. Masso quickly remounted but could not catch Garcia. The overall went to Garcia, followed by Ricky Masso in second and his brother William in third.

The jump contest only attracted three riders, and it was Vallejo and hometown favorite Cameron who stole the show. The crowd was treated to nacnacs, whips, can-cans and Superman moves. In the end, Vallejo edged out Cameron for the $500 purse.

The main event was a real barnburner. The Kawasaki of Mexico/Pro Circuit/ Troy Lee Designs/Shoei/Renthal/PG Racing/Alpinestars/DHL/Bridgestone-backed Vallejo pulled the holeshot. Yamaha-mounted Brandt got a good start, followed by Blanco, Bode and Monjaras. Vallejo went right to work and left the rest of the field fighting for second. Blanco made a quick pass on Brandt and caught up to Vallejo. From that point on, Blanco and Vallejo flew over the doubles side by side, with Bode, Monjaras and Brandt in tow. Dennis Haggerty left the track disappointed after he cased the triple and landed hard. His crash also unseated contender Mike Maley, who got second last year at this event. Maley quickly remounted but was unable to catch the leaders, and he finished fifth. Vallejo took the win, with Blanco, Bode, Monjaras and Brandt following.

To celebrate his victory, Vallejo busted a perfect can-can on the finish-line triple. Then he brought the crowd to its feet by stripping off his jersey and tossing it to his appreciative fans.

The second day of racing was great, but it might have been a lot better had the promoter called all the racers to the line for the start of the Sunday main. Rio Grande Valley Motocross Association's Monjaras and Maley were still in the pits when the race started without them. When they finally realized the race had started, they scrambled like fighter pilots and fell in, almost a lap behind the other racers.

In the main event, Team Kawasaki of Mexico's Vallejo pulled a holeshot that was a carbon copy of his holeshot in the previous night's race. He was followed by Blanco, Brandt, Everett Vangsnes and Honda rider Nick Pupek. Once again, Vallejo and Blanco simply demolished the competition, popping wheelies through the infield and mocking the lappers.

Brandt put on a great race, finishing third overall for the day. Meanwhile, Monjaras was on the move, lapping some riders twice. Monjaras worked his way up to fourth place, where he would finish out the race.

If Monjaras had had a fair start, things might have gone his way, as he was riding extremely well.

Meanwhile, back at the front, Vallejo and Blanco were putting on a show for the crowd as they continued to mix it up. Blanco put the move on his buddy and he ended up taking the win.

Minibike superstar Garcia was the big winner in the 50cc and 80cc events, taking both races hands down. CN

Rio Grande Speedway
McAllen, Texas
Results: October 2-3, 1999

Saturday

OPEN P/W: 1. Ricky Garcia (Cob); 2. Ricky Masso (KTM); 3. William Masso (KTM); 4. Bryan Masso (KTM); 5. James Masso (Yam).

MAIN: 1. Erick Vallejo (Kaw); 2. Christian Blanco (Kaw); 3. Walter Bode (Hon); 4. Bryan Monjaras (Suz); 5. Mike Maley (Kaw); 6. Travis Brandt (Yam); 7. Eddie Salazar (Kaw); 8. Nick Pupek (Hon); 9. Andy Lester (Hon); 10. Chris Brandt (Yam); 11. Dennis Haggerty (Hon).

Sunday

50: 1. Ricky Garcia (Cob).

80: 1. Ricky Garcia (Yam).

MAIN: 1. Christian Blanco (Kaw); 2. Erick Vallejo (Kaw); 3. Travis Brandt (Yam); 4. Bryan Monjaras (Suz); 5. Everett Vangsnes (Hon); 6. Nick Pupek (Hon); 7. Don Ausmus (Kaw); 8. Mike Maley (Kaw).

Ben Riddle swept all four motos to take both the 125cc and 250cc Pro victories at the Lincoln Trail Motosports track in Casey, Illinois.

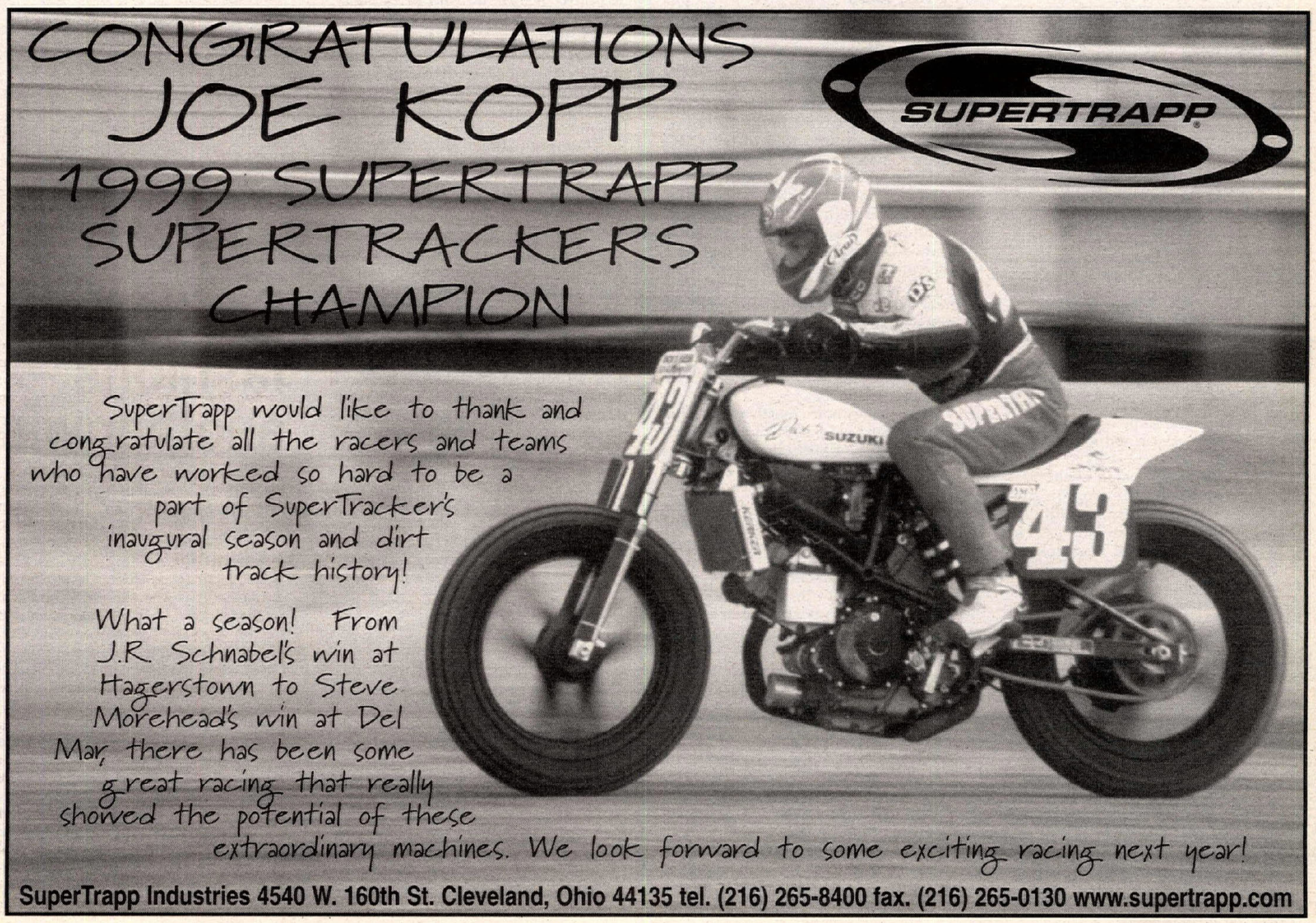
Lincoln Trail Motosports

Riddle, like a bullet

By Honnalora Hubbard
Photo by Scott Leeman

CASEY, IL, OCT. 9-10

Regardless of the rain leading up to the weekend event, the track at Casey shaped up nicely by the



time the Pros left the line, and Ben Riddle easily maneuvered around the track and set up his lines; like the mailman, even in the wet stuff, he still delivers.

Riddle started the day by battling Ohio's Jeff Gibson in the 250cc class. After four laps, he took the lead and never looked back. Once Riddle became accustomed to the track, he rode every motô like a true champion. Riddle, sponsored by Team Green Kawasaki, Thor, FMF, Podium One, Scott, Bell, RK Chain, Renthal, Dunlop, Reef, Belray, Twin Air, Boyesen, and N-Style, ran four strong races in the 250cc and 125cc classes and made a clean sweep of each moto, taking two overall wins for this year's Fall Classic event.

In the 250cc contest, Clark Stiles had some poor starts, but he made up for them as the race progressed. In the first moto, Stiles came through the first lap in the fifth position. He battled his way up to third before dropping back to fourth at the checkered flag. Taking the third spot away from Stiles was Wisconsin's David Oettel, who started right behind Stiles and followed him until he saw his chance to pass on the fourth lap. Holding on to second place in the first moto was no problem for Jeff Gibson, who got a great start and led for the first four laps before falling victim to Riddle.

With big money on the line, the Pros got serious in the second 250cc Pro moto. Riddle jumped out in front right off the line, with Kansan Robbie Skaggs on his heels. Skaggs was hoping for a good showing in the second moto to bring his overall up after his seventh-place finish in the first moto. His 7-2 finishes landed him in third overall, and he walked away with $365.

Gibson crossed the line in third, and his 2-3 finishes earned him second overall and $480. Riddle's 1-1 brought him a paycheck of $760.

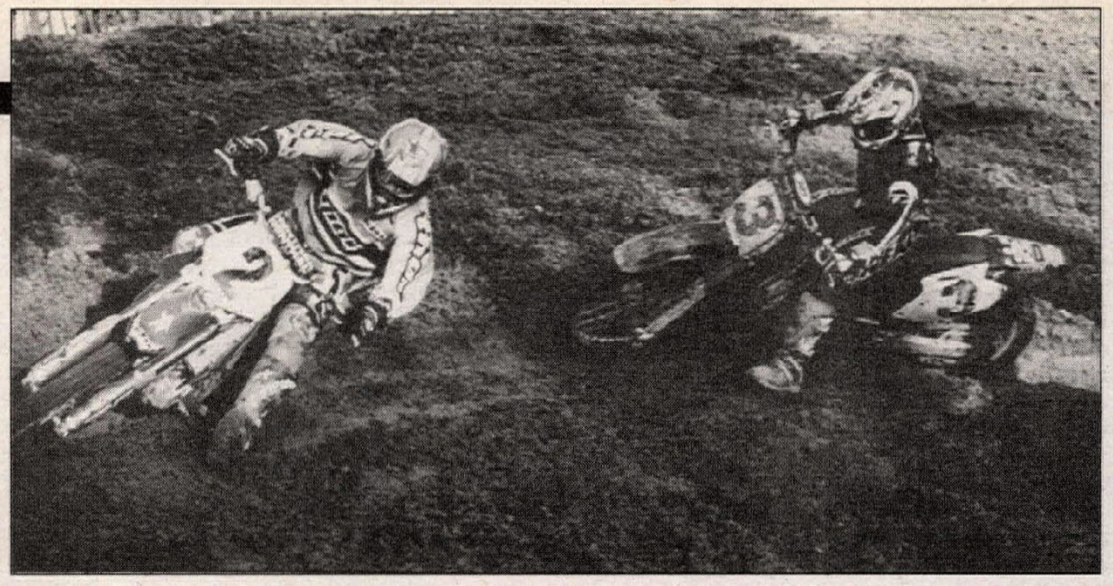
In the 125cc Pro races, Riddle again led the way in both motos for another paycheck of $400. Many of his competitors were the same as in the 250cc Pro race. Gibson earned another second place overall and $190. Oettel earned third place overall in the 125s. Local rider Jeremy Brewington from Paris, Illinois, broke through the Pro ranks to finish second in moto two for fifth overall. The loyal Lincoln Trail rider came off the line in the second moto right behind Riddle and kept the leader in his sights but never found the opportunity to make a pass. Brewington took home $160 for his outstanding performance in the 125cc action. CN

Lincoln Trail Motosports
Casey, Illinois
Results: October 9-10, 1999

MOTO 1: 1. Ben Riddle; 2. Jeff Gibson; 3. David Oettel; 4. Clark Stiles; 5. Jimmy Wilson; 6. Todd Downs; 7. Robbie Skaggs; 8. Richard Watson; 9. Jim Neese; 10. Todd Sheedy.

MOTO 2: 1. Ben Riddle; 2. Robbie Skaggs; 3. Jeff Gibson; 4. Jim Neese; 5. Clark Stiles; 6. David Espinoza; 7. Nate Eslinger; 8. David Oettel; 9. Richard Watson; 10. Ronnie Ford.

O/A: 1. Ben Riddle; 2. Jeff Gibson; 3. Robbie Skaggs; 4. Clark Stiles; 5. David Oettel; 6. Jim Neese; 7. Richard Watson; 8. David Espinoza; 9. Todd Downs; 10. Nate Eslinger.



(Left) Billy Payne (195) rumbled to the overall 125cc Pro victory at round four of the Trans-Cal Nationals, held at Perris Raceway in California.
(Above) Kelly Smith (2) railed to both moto wins for the Four-Stroke National overall at the Lincoln Trail Motosports facility. Jim Neese (3) placed fourth and second for second overall.

CMC Trans-Cal Nationals
Round 4: Perris Raceway

Payne makes quakes

By Tony Alessi

PERRIS, CA, OCT. 17

Billy Payne sent a shock wave through the Pro ranks by winning three out of four motos en route to the overall 125cc Pro-class victory and placing a close second in the 250cc Pro ranks during round four of the CMC SunStar Sprockets Trans-Cal Nationals, held at the renovated Perris Raceway.

Payne joined nearly 400 competitors on the day after a 7.1 earthquake rumbled through the region, but most racers seemed unaffected by the shaker and came prepared to race.

Payne and Greg Schnell faced off early in the first 125cc Pro moto, but Payne was on top of his game and made short work of the Bell Helmets-sponsored rider by making the pass on a high-speed straight and then roosting away to what appeared to be an easy win.

Tyler Evans rode a mostly uneventful race for third. Rookie Pro Johnny Marley, Ty Kady and Michael Young rounded out the top seven.

In the second moto, Payne yanked a big holeshot, with Marley in tow. The two former minicycle greats were quick to pull away, while Young moved into third.

"I had a bad first moto," Young said. "I was taken out in the first turn and spent all of the race getting back to seventh."

Payne opened up a comfortable lead, while Marley began to feel some heat from Young.

"I think he is still a little scared racing in the Pro class," said Team Suzuki's Robbie Reynard. "I brought him down to my winter house in Corona so he could race with the California locals for a few weeks and hopefully build up some confidence."

Young pressured his way past Marley and into second, where he remained for the rest of the race.

In the end, Payne posted a runaway victory. Young, Marley, Schnell and Jeremy Chaussee rounded out the top five.

Payne returned in the 250cc Pro class and posted a 3-1 showing for second overall behind the "King of Perris," Donald Upton, who went 1-2.

"We had some clutch problems in the first 250cc Pro moto," said Payne's tuner, Eddie Staab, "but I took it apart and made some adjustments before Billy's second moto and it seemed a lot better."

Payne ran and hid in the final 250cc Pro moto, while Upton and Evans duked it out for second place.

However, Evans' charge was interrupted near the end of the race when his brake line ruptured and poured fluid on his rotor and pads, forcing him to settle for third overall, in front of Ty Kady, Jeremy Chaussee and Zeb Armstrong.

R.J. Thompson's debut race this week on new equipment proved successful in the 125cc Intermediate division.

"We just got our new Suzuki 125cc, and these bikes are really good," Thompson said.

Thompson started third in the first moto and eventually wore down hard charger Tim Weigand and his Racer's Edge-backed Yamaha for the moto win.

In the second moto, Arizona's Mike Blose nailed the holeshot and promptly disappeared. Thompson, on his Simi Valley Cycles-backed Suzuki, started midpack and worked his way up to second, which is all he needed to secure the overall victory.

In the end, the day belonged to Thompson via his 1-2 finish, which topped Nick McBride's 5-4, Brandon Milstead's 4-5 and Tim Weigand's 2-12.

However, Blose did not leave empty-handed. He returned for a pair of moto wins of his own in the highly competitive Schoolboy division.

"We are considering a move to California," Blose said. "If you're going to be serious about racing, you have to live, ride and race in Southern California." CN

Perris Raceway
Perris, California
Results: October 17, 1999 (Round 4)

50 (4-6): 1. Tanner Krahenbuhl (Cob); 2. Chris Plouffe (KTM); 3. Mickey Carr (KTM); 4. Moses Urias (Cob); 5. Andrew Mulgrew (KTM).

50 (7-8): 1. Armando Aguilar (KTM); 2. Kyle Smith (Cob); 3. Ronnie Goodwin (Cob); 4. Michael Leib (Pol).

80 BEG: 1. Steven Hoyle (Yam); 2. Steven Colson (Yam); 3. Jason Hildebrand (Yam); 4. Tyler Gunn (Hon); 5. Chad Anderson (Kaw).

60 BEG: 1. Dana Dreier (Kaw); 2. Dylan Pemberton (Kaw); 3. Curtis McLellan (Kaw); 4. Justin Eubanks (KTM); 5. Andy Delarge (Kaw).

60 (0-8): 1. Shawn Butler (Kaw); 2. Ronnie Goodwin (Kaw); 3. Richard Sterling (Kaw); 4. Tony Caputo (Kaw); 5. Kyle Smith (Kaw).

60 (9-11): 1. Mike Alessi (KTM); 2. Danny Gonzalez (Kaw).

80 (7-11): 1. Mike Alessi (Yam); 2. Jarred Browne (Yam); 3. Jeff Alessi (Yam); 4. Casey Hinson (Suz); 5. Mat Pierson (Yam).

80 (12-13): 1. Jason Medina (Hon); 2. Ty Morrow (Suz); 3. Donald Chollar (Hon); 4. Damon Higgins (Hon); 5. Josh Grant (Suz).

80 (14-16): 1. Daryl Ecklund (Yam); 2. Tyler Duncan (Yam); 3. Brent Line (Yam); 4. Steven Hernandez (Yam); 5. Kyle Mace (Yam).

S/MINI: 1. Daryl Ecklund (Yam); 2. Jason Medina (Hon); 3. Bruce Prochnavy (Hon); 4. Kyle Mace (Yam); 5. Donald Chollar (Hon).

125 BEG: 1. Ted LaVelle (Hon); 2. Joey Furtado (Kaw); 3. Matthew Kelly (Hon); 4. Matt Mooney (Suz); 5. Ryan Platt (Suz).

125 JR: 1. Matthew Prochnavy (Hon); 2. Gabe Obeso (Yam); 3. Steven Durick (Yam); 4. Danny Mohr (Yam); 5. Bill Walls (Kaw).

125 INT: 1. R.J. Thompson (Suz); 2. Nick McBride (Yam); 3. Brandon Milstead (Suz); 4. Tim Weigand (Yam); 5. Ryan Leyba (Yam).

125 PRO: 1. Billy Payne (Kaw); 2. Greg Schnell (Yam); 3. Johnny Marley (Yam); 4. Michael Young (Yam); 5. Jeremy Chaussee (Hon).

125 SCHBY: 1. Michael Blose (Yam); 2. Christopher Tocco (Yam); 3. Mickey Marshall (Yam); 4. Ross Garcia (Yam); 5. Brandon Prochnavy (Hon).

250 BEG: 1. Don Emler (Hon); 2. Daniel Carabajal (KTM); 3. Ronnie Giesing (Kaw).

250 JR: 1. Jason Myhreh (Suz); 2. Steve Thorton (Suz); 3. Andy Bakker (Yam); 4. Mike Embry (Yam); 5. Paul Berton (Yam).

250 INT: 1. Tim Weigand (Yam); 2. Brandon Milstead (Suz); 3. Warren Tittlemier (Hon); 4. Patrick Wade (Kaw); 5. Bryan Jaramillo (Kaw).

250 PRO: 1. Donald Upton (Hon); 2. Billy Payne (Kaw); 3. Tyler Evans (Suz); 4. Ty Kady (Yam); 5. Jeremy Chaussee (Hon).

25+ AM: 1. Rob Hopkins (Suz); 2. Jason Myhreh (Suz); 3. Ray Thompson (Kaw); 4. Heath McCormick (Hon); 5. John Berg (Yam).

25+ MSTR: 1. Dan Berg (Suz); 2. Brandon Milstead (Suz); 3. Bob Shimp (Yam); 4. Joe Hopkins (Suz); 5. Greg Brilles (Hon).

25+ PRO: 1. Bryan Nelson (Yam); 2. Mat Bateman (Suz).

30+ BEG: 1. Chuck St. Romain (Kaw); 2. Mike Carr (Hon); 3. Eric Giroux (Hon).

30+ JR: 1. Paul Berton (Yam); 2. Alex Teno (Yam); 3. Bill Arrendale (Yam); 4. Tim Rutherford (Yam); 5. Mike Lynch (Kaw).

30+ MSTR: 1. Dan Berg (Suz); 2. Bob Shimp (Yam); 3. Greg Briles (Hon); 4. Tim Nash (Yam); 5. Joe Hopkins (Suz).

40+ AM: 1. Brad Sloan (Yam); 2. Randy Rogers (Yam); 3. Steven Carabajal (Suz).

40+ MSTR: 1. Alan Delarge (Hon); 2. Tony Shiler (Yam); 3. Steve Williams (Hon); 4. Bob Shimp (Yam); 5. George Jimenez (Kaw).

Lincoln Trail Motosports

Smith fashions another win

By Honnalora Hubbard
Photo by Scott Leeman

CASEY, IL, OCT. 10

If you like to see high-flying, fast-paced, runaway action, Casey was the place to be. The riders at the Four-Stroke National, held in conjunction with the annual Fall Classic event that LTM holds every year, found the famous Casey triple and flew with it, literally.

Michigan's Kelley Smith took the holeshot, checkered flag, and the big purse for each moto. Smith, sponsored by Sunstar, WP Suspension, Shell, Tsubaki, Michelin, Flex Band, K-Style and KTM, rode his 520cc electric-start KTM four-stroke to an exciting victory and earned $1000. A fringe benefit for Smith and KTM was the amount of publicity they received during the event. The number-two bike was the center attraction on the event's T-shirts, sweatshirts, plaques and programs.

Plenty of other riders tried to take the spotlight away from Smith. The Yamaha riders were out in full force. Stylish, high-flying Jim Neese of Greensboro, North Carolina, who is sponsored by Triad Powersports Yamaha, Protel, FMF, BallZee, Hammerhead Graphics and Pirelli, seemed to take to the 100-foot downhill triple. Every lap gave him an opportunity to exercise his creative-jumping ability.

"Once I started jumping, I just couldn't stop," said Neese.

Neese was rewarded by the crowd's applause and cheers. He was awarded at the end of the day with second place overall and $550.

Running 3-3 for third overall for the day was Clark Stiles from Tanner, Alabama. Stiles rallied back from some slow starts to move through the pack into third position. Stiles' never-give-up attitude earned him $500 for his performance.

Another great showman traveled all the way from Corpus Christi, Texas, to take on the other Four-Stroke National riders. Todd Downs, sponsored by Yamaha-Honda of Troy, rode his Yamaha thumper to a great second-place finish in the first moto. In the second moto, Downs had to overcome a disappointing start. He battled his way back to fifth through 17 riders. There were a few times during the second moto that Downs seemed to be riding by the seat of his pants to make up for lost time. His tenacity paid off with a 2-5, for a combined finish of fourth overall. This also gave him a paycheck of $525, hopefully making his trip from Texas worth the drive.

Rounding out the top five was a local rider trying to break into the pro ranks. Nate Eslinger had a short drive from Ottawa, Illinois, compared to some of the other four-stroke riders present. He started off the line in 10th, fell back to 11th and made his way to seventh on the final lap, where he finished. In the second moto, Eslinger came off the line in fourth and battled with Downs each lap for third place. He ended the moto a close fourth behind Downs. His overall results were 7-4 for a fifth overall and $325 in cash. **CN**

Lincoln Trail Motosports
Casey, Illinois
Results: October 10, 1999

MOTO 1: 1. Kelly Smith; 2. Todd Downs; 3. Clark Stiles; 4. Jim Neese; 5. Robbie Skaggs; 6. Jimmy Wilson; 7. Nate Eslinger; 8. David Espinoza; 9. Todd Sheedy; 10. Charlie Dagner.

MOTO 2: 1. Kelly Smith; 2. Jim Neese; 3. Clark Stiles; 4. Nate Eslinger; 5. Todd Downs; 6. Charlie Dagner; 7. Richard Watson; 8. Todd Fletcher; 9. David Espinoza; 10. Matt Pursley.

O/A: 1. Kelly Smith; 2. Jim Neese; 3. Clark Stiles; 4. Todd Downs; 5. Nate Eslinger; 6. Charlie Dagner; 7. David Espinoza; 8. Richard Watson; 9. Kevin Studley; 10. Jimmy Wilson.

ECEA Enduro Series
Round 7: Lumis Mill Hare Scrambles

Hoess socks it to 'em

By Mark Uth

CEDARVILLE, NJ, OCT. 17

Husky man Fred Hoess engineered an improbable, last-lap, come-from-behind victory to earn the overall win at the ECEA Lumis Mill Hare Scrambles. Capitalizing on the misfortune of runner-up Kevin Bennett, the Husqvarna USA/Scott Goggles/ Arai/ Spectro/Michelin/Acerbis/Answer/WE R/Motion Pro/A-Loop/Fredette Racing-sponsored Hoess caught up to and passed the KTM-mounted Bennett as he attended to repairs in the pits. Bennett rejoined the race, and the two leaders railed around the course on the white-flag lap, Hoess refusing to yield and Bennett unable to turn the tide. They finished 1-2 by a mere two-second margin.

The win marked the first time in quite a while that the WR250-mounted Hoess was able to avoid mechanical gremlins and earn top billing.

"I had the entire suspension redone after Tri-County (round five)," Hoess revealed. "It turned out that I nearly rode that entire event with a broken shock that limited the rear-wheel travel to about 5 inches. Last week (at Budds Creek), deep ruts and mud forced my tire insert off the rim (which resulted in a DNF). It felt good to bring this one home."

Regarding the track, Hoess lauded the CDR layout.

"It was a great course with a nice, long, tight section - well, tight for hare scrambles, anyway. I had fun the whole time."

Hoess moved up from the number-three position, passing series points leader Bill Atkinson coming out of the barrels at the start of the fifth lap, and set his sights on Bennett, a seemingly insurmountable minute and a half ahead. At the time, Bennett was in hyper-drive mode.

"I was on it all day long," Bennett remarked later.

Unfortunately for the Fairway KTM/ WER/SRC/Maurtco Powder Coat/ Hartem Welding-sponsored Bennett, he soon experienced troubles that tilted the playing field, as his KTM's shift lever fell off during the sixth trip around the 7.2-mile course.

"My shifter fell off, so I stopped and ran back up the trail to look for it," Bennett explained. "Unbelievably, the bolt and shifter were right next to each other on the trail - I really got lucky. However, I didn't have any tools with me, so I could only finger-tighten it back down and nurse it into the pits from there."

Passing through the barrels at the beginning of the white-flag lap, Bennett still had a 28-second lead on Hoess.

"My pit crew helped me get it tightened down, but Freddy scooted ahead of me just as I was exiting the pits," Bennett recounted. "I tried everything, even just screaming my head off at him, but I just couldn't get around him. I think that Freddy knew that all he had to do to stay in front was keep it on the trail."

And that's what Hoess did.

The Competition Dirt Riders planned a three-event card for the day, with ATV and Youth races preceding the motorcycle main event. The main event was packed with all non-Youth motorcycle classes, with a surprisingly robust turnout in spite of the threatening weather, which was cool and overcast with occasional passing showers. Fortunately, the main event missed the worst of any precipitation, and temperatures hovered in the low 60s.

At the start of the main event, the KTM-mounted Atkinson led briefly after getting the holeshot. Bennett was fourth off the start, and in the early stages of the first lap he assumed the lead, a position he managed to hold for six of seven laps. Atkinson and Hoess were fender to fender for much of the early going, locked in a dance that continued for the first four laps. Eventually Atkinson yielded, setting the stage for the calamitous finish between Bennett and Hoess. Jack Lafferty Jr. rode a strong race, maintaining the fourth-place position for the first four laps. Jack passed Atkinson during his fifth trip around the course to claim the number-three position, which he held until the finish, coming in less than three minutes behind the leaders. Rich Lafferty again used a shaky start as an excuse to work his way through the pack. During the course of the race, the middle Lafferty, Rich, passed Bob Bennett, Dan Sharpless, Atkinson, et. al., to earn the fourth-overall seed at the end. Atkinson held on for a fifth-place finish.

Fred Hoess streamed to the overall win at the penultimate round of the ECEA Enduro Series, the Lumis Mill Hare Scrambles, in Cedarville, New Jersey, beating runner-up Kevin Bennett by a scant two seconds.

That, coupled with his win at Budds Creek, makes him the odds-on favorite to win the series championship, with one round remaining.

Rounding out the day's top finishers were Honda riders Steve Pfeffer and Bob Bennett, Yamaha-mounted Jamie Wright, and KTM pilots Craig Shenigo and Bob Solomon, who finished in the sixth- through 10th-overall positions, respectively. Like the leaders, each rider completed seven laps on the day. **CN**

Lumis Mill Hare Scrambles
Cedarville, New Jersey
Results: October 17, 1999 (Round 7)

O/A: 1. Fred Hoess (Hus); 2. Kevin Bennett (KTM); 3. Jack Lafferty Jr. (Suz); 4. Rich Lafferty (KTM); 5. Bill Atkinson (KTM); 6. Steve Pfeffer (Hon); 7. Bob Bennett (Hon); 8. James Wright (Yam); 9. Craig Shenigo (KTM); 10. Bob Solomon (KTM).

A 200: 1. Kevin Bennett (KTM); 2. Jack Lafferty Jr. (Suz); 3. Dale Hiles (KTM); 4. Todd Quinn (TM).

A 250+: 1. Fred Hoess (Hus); 2. Rich Lafferty (KTM); 3. Bill Atkinson (KTM); 4. Steve Pfeffer (Hon); 5. Bob Bennett (Hon).

A VET: 1. Craig Shenigo (KTM); 2. Bob Solomon (KTM); 3. Bip Gunselman (Yam); 4. Mike Beeler (KTM); 5. Dan Polak (Kaw).

B 200: 1. John Hummel; 2. Lewis Robbins; 3. Ron DeCaro (Yam); 4. Dan Carper; 5. Steve Brown.

B 250+: 1. Brian Burt (Kaw); 2. Giles Ryan; 3. Robert Novotny (Hon); 4. Jim Shainline; 5. Jeff Brown (Kaw).

B VET: 1. Bill Gilmore; 2. Richard Farside.

4-STRK: 1. Steve Larkin (Hon); 2. Scott DeVecchio (Yam); 3. Mark DiPasquale (Yam); 4. John Camara (Yam); 5. Wayne Mason (Hon).

SR: 1. Kevin Reed (Yam); 2. Kevin Kuenzner (KTM); 3. Lou Green; 4. Dan Compton (KTM); 5. Craig Copeland.

S/SR: 1. Scott Wolfersberger (KTM); 2. Jack Lafferty Sr. (KTM); 3. Rich Trader (KTM); 4. Mikael Larson (Yam); 5. Sal Crocevera (Hus).

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Jason Dahners (shown) was unstoppable at Hannegan Speedway in Bellingham, Washington, outfoxing defending champion David Lykke.

C 200: 1. Kevin Reed (Yam); 2. Ryan Boyd; 3. Paul Hand; 4. Joe Volpe; 5. Bill Bartbeeson.

C 250+: 1. Frank Quinn; 2. Don Haught; 3. Mike Errickson; 4. Steve Melniczuk; 5. Mike Gehres.

C VET: 1. Glen Keesey; 2. Paul Dengler; 3. Rich Stewart; 4. John Trendler; 5. Mike Barnett.

YTH A: 1. Dylan Montanaro (Kaw); 2. Chase Compton (Suz); 3. Wally Palmer; 4. Jeff Daniels; 5. Ricky Kennedy.

YTH B: 1. Jason Lawrence; 2. Mike Potts; 3. Joe Lamanna; 4. Matt Reed; 5. Brandon Hanning.

YTH C: 1. Jimmy Maul (KTM); 2. Joe Matinog; 3. Chris Remles; 4. Bud Thomson; 5. Matt Muckelson.

Hannegan Speedway

Dahners outfoxes Lykke at the Dirty Dog

By Tory Briggs

BELLINGHAM, WA, SEPT. 26

Jason Dahners, backed by KTM Sportmotorcycles, took a giant step closer to his goal of taking the coveted Northwest Motorcycle Association Off-Road Championship away from defender David Lykke at the ninth round of the 12-race series.

Hannegan Speedway provided a challenging hare scrambles course that mixed tight, twisty trails with part of the quarter-mile banked oval and every section of both motocross tracks, including huge double jumps and tabletops and an evil 150-yard whoop section. Lykke's superior moto skill with his YZs and his knowledge of his home track had given him the margin of victory over Dahners at a previous round two races ago.

Dahners, with his extensive National experience, adjusted his race strategy from that previous round, and he succeeded in putting enough pressure on the Lynnwood Yamaha-supported Lykke to cause a crash, which gave the KTM pilot a comfortable cushion on which he could cruise to victory.

"I knew David had the edge in the motocross sections," Dahners said after his win. "I also knew he had to pit twice to my once. Rather than try to outrun him, I chose to simply stay close until he took that second pit, and then get out of sight quickly."

Lykke, sensing his dilemma, attempted to pick up the pace enough to build a margin to cover the second pit, only to endo ferociously over a log that had been moved into the fast line by another racer's crash.

Lynnwood's Ryan Van Dyken assumed the early-race lead after Aurora Suzuki-backed Kevin Bailey, who had taken the holeshot decisively, snapped the Pro Tapers off his RM250 at the mount while interacting with a tree. The day was a scorcher, though, and Van Dyken later withdrew, completely drained.

Skagit Powersports-supported Gary Furrenes put in another hard ride on his KX250 for yet another third overall, clearly faster by far than all the rest but not quite able to run with the two speedsters vying for the championship. Privateer Aaron Wilson seemed to have fourth nailed on his YZ400, but just as at the last Hannegan event, A Open rider Jake Hulse charged all race long to grab that position.

Hulse's performance further tightened the points race in the A Open class, his nemesis being the current leader, Joe Wade, who ended up seventh overall, behind Ranier Cycle's Rob Lewis, who races a CR250.

From the stands, the fastest rider on the track seemed to be A Open racer John Beal, who soared farther and faster over the jumps, and he absolutely pounded the massive whoop section on his YZ400. Though he constantly flirted with breaking into the top five, he instead had to settle for eighth after losing the battle to keep his carburetor attached to the cylinder.

Other class winners in the afternoon race included Steve Parker in the 200cc A class, B Open dominator Jon Crist, and Four-Stroke Expert David Rhodes.

The morning race was overalled by Vet Expert-class winner Robert McCullough, and Vet Experts dominated the next four positions as well.

Results

O/A: 1. Jason Dahners (KTM); 2. David Lykke (Yam); 3. Gary Furrenes (Kaw); 4. Jake Hulse (Kaw); 5. Aaron Wilson (Yam).

AA: 1. Jason Dahners (KTM); 2. David Lykke (Yam); 3. Gary Furrenes (Kaw); 4. Aaron Wilson (Yam); 5. Rob Lewis (Hon).

A OPEN: 1. Jake Hulse (Kaw); 2. Joe Wade (Yam); 3. Paul Edwards (Suz); 4. Kevin Parks (Yam); 5. Syd Hawley (Yam).

200 A: 1. Steve Parker (Suz); 2. Blaine Ostafin (Yam); 3. Kelly Bethards (Yam).

B OPEN: 1. Jon Crist (Suz); 2. Klade Glasgow (Kaw); 3. Rob Russell (Kaw); 4. Tom Sheard (Yam); 5. Duane Peterson (Suz).

200 B: 1. Aaron Morgan (Yam); 2. Mike Unrein (Suz).

4-STRK EX: 1. David Rhodes (Yam); 2. Dan Weihe (Yam); 3. Steve Svedarsky (BBR).

VET EX: 1. Robert McCollough (Yam); 2. Pat White (Hus); 3. Doug Micone (Kaw); 4. Chad Torbergson (Hon); 5. Terry Bainbridge (KTM).

SR EX: 1. Scott O'Brien (Kaw); 2. Tory Briggs (Kaw).

C OPEN: 1. Beau Swet (Yam); 2. Jesse Barstow (Yam); 3. Beau Seitz (KTM); 4. Phil Vadney (Suz); 5. Troy Wiebe (Hon).

200 C: 1. Teddy Hahn; 2. Nick O'Grady (Suz); 3. Eric Forsberg (Yam); 4. Wendell Bierma (Yam); 5. D.J. Misner (Hon).

4-STRK AM: 1. Ward Rodgers (Yam); 2. Rick Thompson (Kaw); 3. Frank Meadeu (Yam); 4. Wayne Gotts (Yam); 5. Sutton Brown (Yam).

VET AM: 1. Steve Cobb (Kaw); 2. Sean Callahan (KTM); 3. Lonny Marble (KTM); 4. Todd Lynn (KTM); 5. Nick Marble (Yam).

SR AM: 1. Tim Kidd (KTM); 2. James McGinty (Kaw); 3. Gary Turner (Yam); 4. Susan Copeland (Kaw).

S/SR: 1. Lyle Duronso (Suz); 2. Thomas Tracy (KTM); 3. Ted Micone (KTM).

LDS: 1. Cindy Pelletier (Kaw); 2. DeeAnn Svedarsky (BBR); 3. Sandi Caldwell (Kaw); 4. Maria Forsberg (Kaw); 5. Karen Heinrich (Yam).

SPTSMN: 1. Brian Watson.

Payson Rodeo Grounds

Blose blows 'em away

By Stacy McKinley

PAYSON, AR, OCT. 9-10

Rounds two and three of the COP Holiday Blowout Series took place at the rodeo grounds in Payson, Arizona. Promoters Zack and Stacy McKinley included the Payson venue in their schedule for this series, as completion of the new Canyon Offroad Park facility is due sometime in March of 2000.

Team Thousand Oaks Yamaha rider Michael Blose, who recently moved up from an 80cc ride to the 125cc ranks, made short work of beating the competition at both rounds. Blose dominated all of his motos from start to finish on both days of racing, with the exception of a couple of holeshots by 125cc Intermediate rider Ilan Grossman.

In moto one of round two, Blose went down in the whoop section and Grossman led the moto while Blose played catch-up. Grossman's time in the spotlight was short, as Blose regained the lead within three laps, bringing the crowd to its feet. The long whoop section was the only spot that gave Blose trouble.

The 125cc Intermediate, 250cc Intermediate and Bike Pro classes were combined for moto 13. Blose lapped most of the field on both days.

Another racer who is making a smooth transition is Premier Motorsports rider Andy Straight. Straight was very competitive as a Pee Wee rider, but he did not show the complete domination that he now shows in the 60cc division. The young rider piloted his KTM 65 to the wins in both the 60cc Intermediate and 60cc Open events in both rounds, leading every lap of every race with a very healthy lead. Adrenaline rider Brent Davey, in second, was close enough to strike if Straight went down, but that didn't happen.

Results

Round 2

B/BK OPEN: 1. Jamie Straub (Hon); 2. Ilan Grossman (Kaw); 3. Chris Pedersen (Kaw); 4. Kyle Kinsman (Hon); 5. Eric Havins (Hon).

P/W BEG (4-6): 1. Justin Quinn (KTM); 2. Corey Smith (Was); 3. Ryan Courtney (Yam); 4. Cody McElroy (Cob); 5. Connor Reeves.

P/W BEG: (7-8): 1. William Taylor (Pol); 2. Douglas Wang (KTM); 3. Taylor Russ (Lem).

P/W JR: 1. Bryan Christensen (KTM); 2. Brodie Prather (Cob); 3. Mike Levy (KTM)

P/W OPEN: 1. Bryan Christensen (KTM); 2. Douglas Wang (KTM); 3. Corey Smith; 4. Justin Quinn (KTM); 5. Brodie Prather.

60 BEG: 1. Zack Buzzard (KTM); 2. Bobby Worth (KTM); 3. Nathan Harp (KTM); 4. Nathan Jones (Kaw); 5. Davin Grossman (Kaw).

60 JR: 1. Nathan Mahoney (KTM); 2. Ryan Jones (Kaw).

60 INT: 1. Andy Straight (KTM); 2. Brent Davey (KTM).

60 OPEN: 1. Andy Straight (KTM); 2. Nathan Mahoney (KTM); 3. Brent Davey (KTM); 4. Zachary Buzzard (KTM).

80 BEG: 1. Tim Buettner (Kaw); 2. Jimmy Rundle (Yam); 3. John Mahoney (Yam); 4. Kyle Jones (Kaw); 5. Wesley Foster (Kaw).

80 JR: 1. Michael Jones (Kaw); 2. Kyle Strippleman (Hon); 3. Clay Higgins (Kaw); 4. Brandon West (Suz); 5. Ryan Robinson (Yam).

80 OPEN: 1. Kyle Strippleman; 2. Brandon West (Suz); 3. Kyle Raimonde (Kaw); 4. John Mahoney (Yam); 5. Tim Buettner (Kaw).

125 BEG: 1. Cody Huddleston (Yam); 2. Kyle Kinsman (Hon); 3. Luke Shutterly (Hon); 4. Jason Marks (Hon); 5. Jon Gordon (Yam).

125 JR: 1. Bryan Ehrman (Kaw); 2. Corey Gutterud (Hon); 3. Jimmy Vickers (Kaw); 4. Jon Schwartzman (Yam); 5. Brandon Haag (Yam).

125 INT: 1. Michael Blose (Yam); 2. Brandon Schlensig (Yam); 3. Ilan Grossman (Kaw); 4. Jamie Straub (Hon).

250 BEG: 1. Jon McNew (Yam); 2. Dan Shepherd (KTM); 3. D.J. Obanion (Hon); 4. Manuel Thompson (Kaw); 5. Rodney Courtney (Suz).

250 JR: 1. Chris Pedersen (Kaw).

250 INT: 1. Eric Havins (Hon).

VET BEG: 1. Rick Branch (Hon).

VET JR: 1. Jon McNew (Yam); 2. Bill Flagg (Hon); 3. Dan Shepherd (KTM).

PRO: 1. Jason Birdsong (Yam).

Round 3

B/BK OPEN: 1. Ilan Grossman (Kaw); 2. J.R. Schell (Yam); 3. Brandon Schlensig (Yam); 4. James Straub (Hon); 5. Bryan Ehrman (Kaw).

P/W BEG (4-6): 1. Corey Smith (Was); 2. Justin Quinn (KTM); 3. Cody McElroy (Cob); 4. Jacob Becchina (KTM); 5. Bryan Courtney (Yam).

P/W BEG (7-8): 1. Douglas Wang (KTM); 2. William Taylor (Pol); 3. Taylor Russell (Lem); 4. Savannah Bruckhardt (KTM).

P/W JR: 1. Brodie Prather (Cob); 2. Bryan Christensen (KTM); 3. Mike Levy (KTM).

P/W OPEN: 1. Brodie Prather; 2. Mike Levy (KTM); 3. Douglas Wang (KTM); 4. Bryan Christensen (KTM); 5. Corey Smith (Was).

60 BEG: 1. Nathan Harp (KTM); 2. Bobby Worth (KTM); 3. Nathan Jones (Kaw); 4. Davin Grossman (Kaw); 5. Zachary Buzzard (KTM).

60 JR: 1. Nathan Mahoney (KTM); 2. Ryan Jones (Kaw).

60 INT: 1. Andy Straight (KTM); 2. Brent Davey (KTM).

60 OPEN: 1. Andy Straight (KTM); 2. Nathan Mahoney (KTM); 3. Zachary Buzzard; 4. Brent Davey (KTM).

80 BEG: 1. Kyle Jones (Kaw); 2. Corey Bulliner (Yam); 3. Jeffrey Jenkins (Suz); 4. John Mahoney (Yam); 5. Jimmy Rundle (Yam).

80 JR: 1. Clay Higgins (Kaw); 2. Michael Jones (Kaw); 3. Kyle Strippleman (Hon); 4. Kyle Raimonde (Kaw); 5. Brandon West (Suz).

80 OPEN: 1. Clay Higgins (Kaw); 2. Michael Jones; 3. Corey Bulliner (Yam); 4. Brandon West (Suz); 5. Kyle Strippleman (Hon).

125 BEG: 1. Luke Shetterly; 2. Jason Marks (Hon); 3. Bobby Howard (Suz); 4. Jon Gordon; 5. Shane Longlosis (Hon).

125 JR: 1. Corey Gutterud (Hon); 2. Jesse Belcher (Yam); 3. Brandon Haag (Yam); 4. Kyle Kinsman (Hon); 5. Cody Huddleston (Yam).

125 INT: 1. Michael Blose (Yam); 2. Brandon Schlensig; 3. J.R. Schell (Yam); 4. James Straub (Hon); 5. Ilan Grossman (Kaw).

250 BEG: 1. Jon McNew (Yam); 2. Dan Shepherd (KTM); 3. Scott Hyatt; 4. Shawn Huddleston (Kaw).

250 JR: 1. Craig Durkee (Yam); 2. Chris Pedersen (Kaw); 3. Cid Hernandez.

250 INT: 1. Eric Havins (Yam).

VET BEG: 1. Eddie Worth (Kaw); 2. Tony Menegon (Yam); 3. Frank Fasulo (Suz); 4. Richard Edgar; 5. Rick Branch (Hon).

VET JR: 1. Richard Shumate (Suz); 2. Jon McNew (Yam); 3. Bill Flagg (Hon); 4. Dan Shepherd (KTM).

VET PRO: 1. Sam Weinbach (Yam).

PRO: 1. Brian Stormant.

West Plains Speedway ST

Kopp on top

By Crystelle Whitney

SPOKANE, WA, OCT. 16

Due to a crash involving three riders, the Pro main event was canceled Friday night at the short track in Airway Heights. Lon Kopp was leading, followed by Steve Liberty, Jerry Southworth and Joe Kopp when Lon Kopp, Liberty, and Southworth went down on a gasoline slick out of turn four.

The payout was based on the results from the heat race, in which Joe Kopp took first, Liberty was second, and Lon Kopp was third.

There was a five-rider turnout in the Girls' class. Shelby Phelps led the race, lapping Crystelle Whitney in second, Kelly Maguire in third, and Melissa and Stephanie Haskins in fourth and fifth. Phelps rolled away with the win in her second race of the night.

Bob Haskins took the holeshot and used that advantage to beat Richard Clark and Kevin Goodner in a really close race in the Vintage class. Clark was right on Haskins' back wheel when they came across the line, with Goodner not too far behind them.

Mark Lang won the Open Amateur class, taking the lead off the line. Lang fought off Randy Ray and Ernest Canedo to stay in front.

After the race, Joe Kopp said that he thought the new surface on the track was good for night racing.

"It was nice to be home again," Kopp said. "I wanted to finish the Pro main event - I would have pressured them."

Results

50 A: 1. Wyatt Maguire (KTM); 2. Sam Schoesler (KTM); 3. Nathan Judd (Yam); 4. Ben Haskins (KTM); 5. Austin Bohn (Hon).

50 B: 1. Derek McGuire (Hon); 2. Beau Somers (Yam); 3. Jonathan Parker (KTM); 4. Trevor Teal (Yam); 5. Jessica Haskins (Hon).

80: 1. Keith Anderson (Kaw); 2. Josh Flannigan (Kaw); 3. Wyatt Maguire (Kaw); 4. Jeremy Phelps (Hon); 5. Nick Anderson (Hon).

250: 1. Sean Peterson (Yam); 2. Paul Phelps (Yam); 3. Rory Whitney (Hon); 4. Tyler Clark (Yam).

40+: 1. Mark Lang (ATK); 2. Jim Monegan (Nor); 3. Jeff Best (W-R); 4. Steve Jungquist (Rtx); 5. Warren Ostrom (Hon).

VINT: 1. Bob Haskins (Hon); 2. Richard Clark (Yam); 3. Kevin Goodner (Tri); 4. Randy Ray (Yam); 5. Ernest Canedo (Yam).

GRLS: 1. Shelby Phelps (Hon); 2. Crystelle Whitney (Hon); 3. Shelly Maguire (Kaw); 4. Melissa Haskins (Hon); 5. Stephanie Haskins (KTM).

OPEN AM: 1. Mark Lang (ATK); 2. Randy Ray (Yam); 3. Ernest Canedo (Yam); 4. Jim Allen (Hon); 5. Elliot Davis (Hon).

PRO: 1. Joe Kopp (Rtx); 2. Steve Liberty (Rtx); 3. Lon Kopp (W-R); 4. Todd Somers (W-R); 5. Jerry Southworth (Rtx).

Lodi Cycle Bowl

Rodriguez rolls at Lodi ST & TT

By Mike Law

LODI, CA, OCT. 9

Although the adage "Life begins at 30" has often been repeated, Hayward rider Armando Rodriguez redefined the meaning of that phrase as he soundly won the Vet short-track main event, thoroughly trouncing some of the district's finest. Although Rodriguez scored a wire-to-wire rout in the main, getting to the main was quite another story. He orchestrated a fine show of aerial acrobatics in an earlier heat race and basically walked away unscathed. In winning the Vet main, however, Rodriguez comfortably outdistanced Rob McDonnell and Bob Bacosa, two of the fastest Vet riders in northern California.

"Tonight's race was a little bittersweet for me, because I only needed one point to turn Expert," said Rodriguez. "Winning the Vet class wasn't quite as intense as the Open class, but I believe that I showed everyone that I could run with the best of them. Hopefully, next year, I will be the guy that they will have to watch out for."

At the other end of the spectrum, Pee Wee Expert Danielle Caldeira had the finest ride of her young career, scoring wins in both the Stock and Modified short-track classes and then finishing a close second in the Stock TT. Caldeira soundly bested the likes of Ryan Law and Chad Cose, the top two Pee Wee riders in the district, as well as ultrafast Cobra rider David Sharkey in the Modified class.

"I got good starts tonight and was able to stay on the groove," Caldeira said. "My problem in the past has been putting my foot down too much, so I worked on that and stayed real hard on the gas."

The 250cc A and B short-track riders put on a spectacular show, as many of the 80cc-class riders have recently moved up to this rapidly growing class. Casey Yarrow blasted his way into the lead ahead of rivals Freddy Poli, Jason Grewe and Stewart Barber. Yarrow immediately set a blistering pace, while Grewe was midpack aboard his flying Suzuki. With three laps in the books, Grewe turned on the afterburners and passed Poli for second while cutting some of the fastest lap times of the main event as he chased the fleeing Yarrow. Grewe continued his chase, but Yarrow was simply too far ahead for Grewe to catch at the checkered flag, and he won by a comfortable margin. An honorable mention goes to Stewart Barber, who placed a respectable fourth, behind Poli, on his debut ride in the 250cc class.

Tony Souza won a wire-to-wire victory in the Open A short-track main, capping clearly the finest Lodi main this year. Souza rocketed into the lead as the starting light flashed and basically never looked back on his way to the win. Archrivals Mark Corsetti and Rob Damron dueled, and finished in that order.

"Getting the holeshot and riding smooth was the key," said Souza. "The guys behind me were tough, but I knew I could do it."

Results

Short Track

P/W STK A: 1. Danielle Caldeira (Yam); 2. Chad Cose (Yam); 3. Ryan Law (Yam); 4. Kyle Anselmi (Yam); 5. Bobby Caldeira (Yam).

P/W STK C: 1. Bryant Calzado (Suz); 2. Coleton Galinski (Yam); 3. Christian Hickman (Yam); 4. James Williams (Yam); 5. Angela Fragoso (Yam).

P/W MOD: 1. Danielle Caldeira (Yam); 2. David Sharkey (Cob).

60 A: 1. Sean Jones (Kaw); 2. Cody Anselmi (Kaw).

60 B: 1. Lauren Wallace (Kaw).

60 C: 1. Rebecca Law (Kaw).

80 A: 1. Bobby Fong (Kaw); 2. Frankie Lane (Suz); 3. Stewart Barber (Hon).

80 B: 1. Steve Bonsey (Kaw).

250 A/B: 1. Casey Yarrow (Yam); 2. Jason Grewe (Suz); 3. Freddy Poli (Hon); 4. Stewart Barber (Hon); 5. Corey Eaton (Hon).

250 C: 1. Robert Norris (Yam); 2. Al Webber (Bul); 3. Seamms Hodgins (Rtx).

VINT LM: 1. Steve Hall (Yam); 2. Tony Rose (Yam).

VINT TW: 1. Roger Hamilton (Yam); 2. Robert Hardmeyer (Tri); 3. Ralph Lee (Tri).

VET A: 1. Bob Bacosa (Rtx); 2. David Worthen (Yam).

VET B/C: 1. Armando Rodriguez (Yam); 2. Richard Arnold (Rtx); 3. Bert Bernades (Rtx).

OPEN A: 1. Tony Souza (Rtx); 2. Mark Corsetti (W-R); 3. Rob Damron (Hbg); 4. Danny Casey (Rtx); 5. Shawn Raggio (Rtx).

OPEN B: 1. Jeremy Hannah (Hon); 2. Brandon Carnahan (Hon); 3. Harlund Johnson (KTM); 4. Jason Paoli (Hon); 5. Armando Rodriguez (Yam).

OPEN C: 1. Scott Jacques (Hon); 2. Bert Bernades (Rtx); 3. Franko Hannah (Hon); 4. Robert Norris (Yam); 5. Joe Cerro (Hon).

PRO SPT: 1. Danny Casey (Rtx); 2. Jeff Gabhart (CCM); 3. Billy Hiles (W-R); 4. Shawn Raggio (Rtx); 5. Tony Meiring (Rtx).

TT

P/W STK A: 1. Chad Cose (Yam); 2. Danielle Caldeira (Yam); 3. Kyle Anselmi (Yam); 4. Ryan Law (Yam); 5. Bobby Caldeira (Yam).

P/W STK B/C: 1. Frankie Flores (Yam); 2. Colton Galinski (Yam); 3. Christian Hickman (Yam); 4. Bryant Calzado (Suz); 5. Angela Fragoso (Yam).

60 A: 1. Sean Jones (Kaw); 2. Cody Anselmi (Kaw).

60 B: 1. Lauren Wallace (Kaw).

60 C: 1. Rebecca Law (Kaw).

80: 1. Stewart Barber (Hon); 2. Harlund Johnson (Hon).

100: Corey Eaton (Hon).

125: 1. Jeremy Hannah (Hon).

250 A: 1. Corey Eaton (Hon).

250 B/C: 1. Casey Yarrow (Yam); 2. Jason Grewe (Suz).

OPEN: 1. Tony Rose (Yam); 2. Mark Biscardi (Yam).

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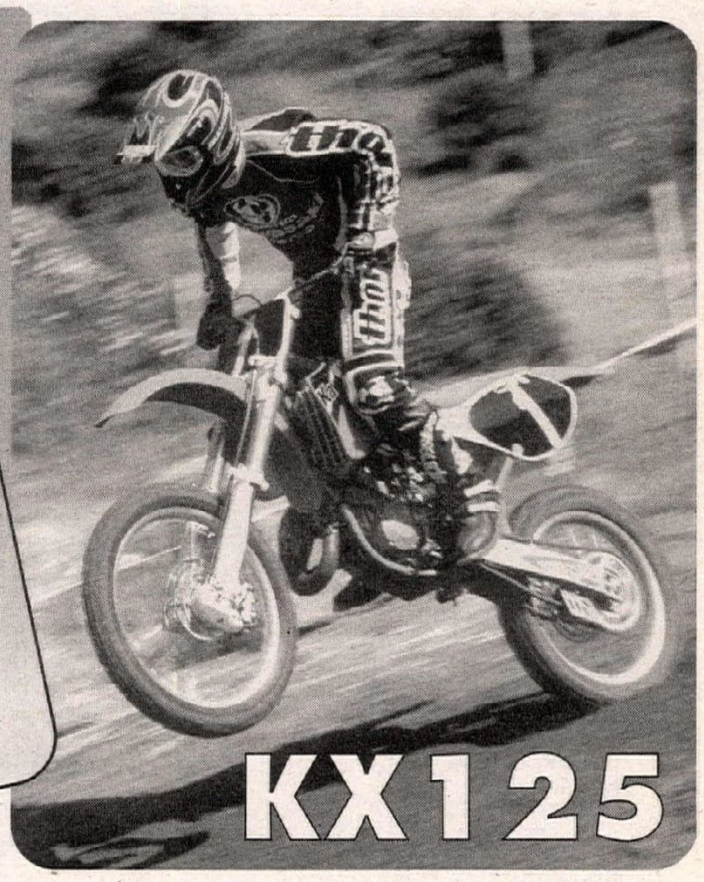

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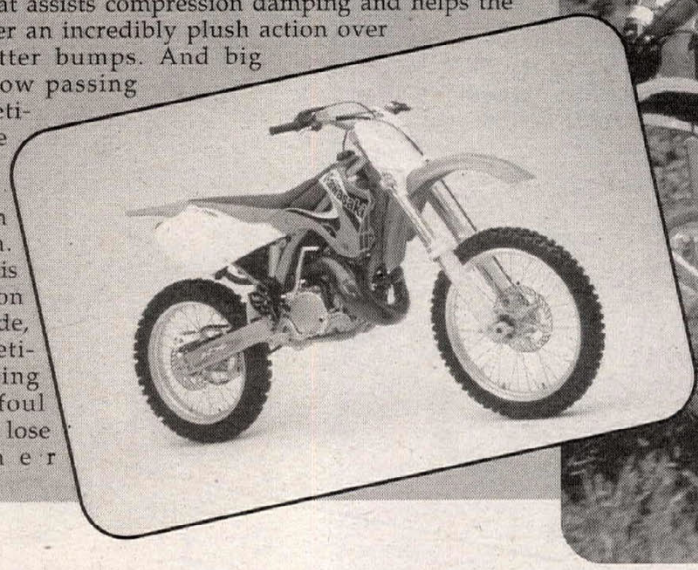

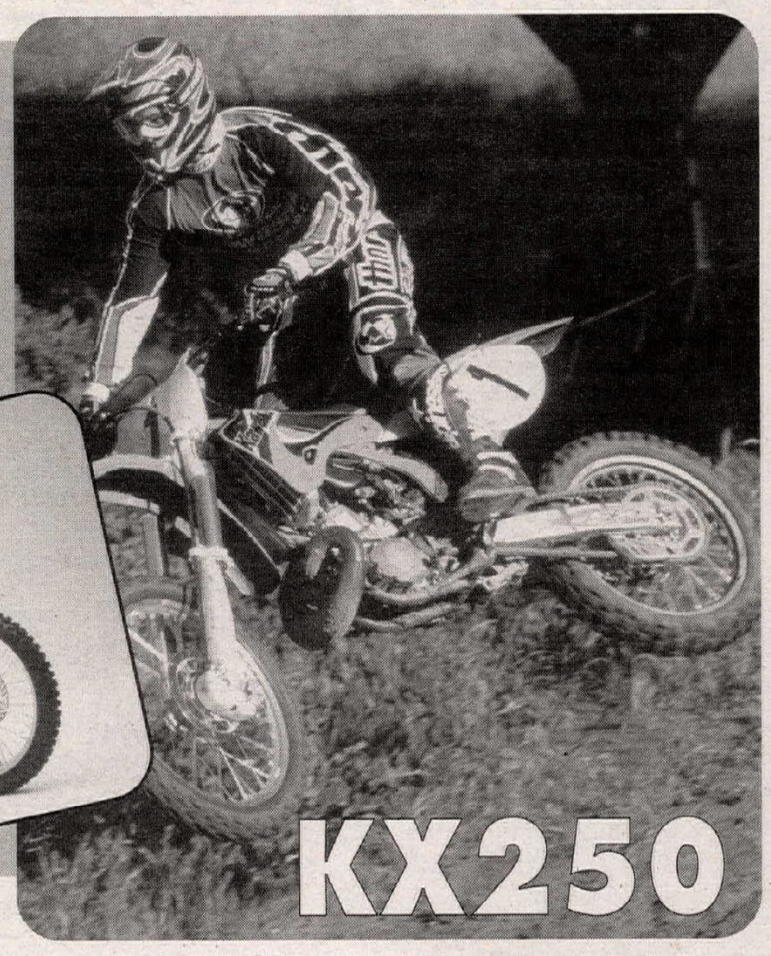

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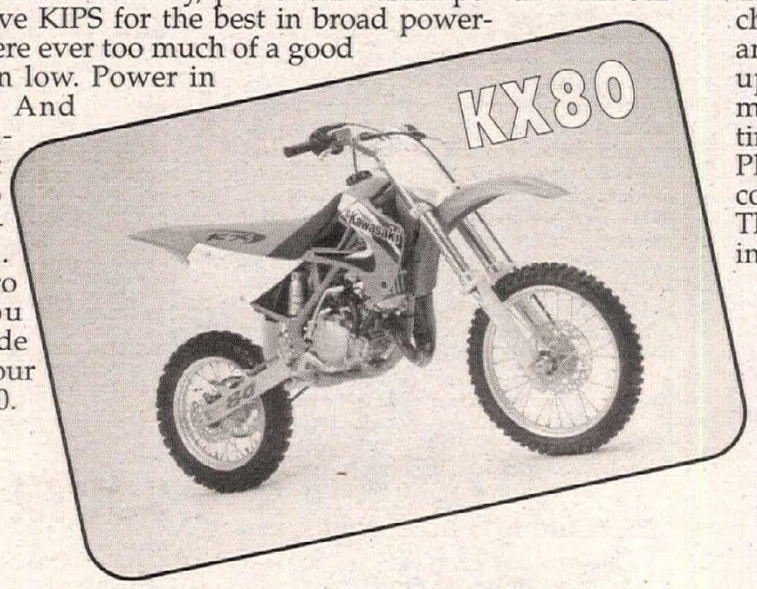

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(Above left) Zachary Bloch (3Z) nails the holeshot in the second 250cc Open C moto at the Hurricane Hills Sports Center in Clifford, Pennsylvania.
(Above) Pinckney's Ian Hammond styled his way to the 125cc A win at the Moreland's Motocross Labor Day Weekend event in Stanton, Michigan.

Hurricane Hills Sports Center

Babernitch, Hughson storm Hurricane Hills

By Jim P. Sanderson

CLIFFORD, PA, OCT. 17

Jason Babernitch and Bear Hughson earned overall wins in the Collegeboy and 250cc Open C classes, respectively, at a regular District 6 points race hosted by Tom Hurd Promotions at the Hurricane Hills Sports Center. Mother Nature cooperated by providing a beautiful fall day, and more than 200 riders signed up to race 27 classes.

Hughson and Jimmer Miller earned holeshot honors in the first Collegeboy moto. The two were side by side through the 90-degree left first turn. Miller had the point position by the time the leaders entered the rhythm section, and Hughson was relegated to second. Rounding out the top five were Fred Metzger, Jason Wocniski and Scott Marzec. Hughson was doing the spectator triple on the first lap. Hughson took the lead on lap two, when he again tripled and Miller didn't, but Miller managed to get back around Hughson for the lead off the huge Hurricane Hills step-up. Hughson dropped to second, still followed by Metzger, Wocniski and Marzec. The top five spread out and remained unchanged until the last lap, when Jason Kimble passed Wocniski for fourth. Wocniski dropped to fifth. Wocniski then crashed, allowing Marzec to take fifth. Wocniski remounted in sixth. The moto went in the record books as Miller, Hughson, Metzger, Kimble and Marzec.

Hughson nailed the holeshot in the second Collegeboy moto and never looked back. Trailing him were Metzger, Miller, Wocniski and Kimble. Miller quickly got around Metzger for second in the rhythm section. The running order was now Hughson, Miller, Metzger, Wocniski and Kimble. The top five spread out and remained unchanged for the remainder of the moto. The only battle that developed was for the lead. Miller closed the gap on Hughson but couldn't manage to get around him. Hughson took the win, followed by Miller, Metzger, Wocniski and Kimble. Hughson earned the overall via his 2-1 score. Rounding out the podium were Miller and Metzger.

B.J. Stafursky earned holeshot honors in the first 250cc Open C moto, trailed by Derrick Goodrich, Pete O'Malley, Zachary Bloc and Scott Marzec. By the halfway mark of lap one, Stafursky was still out front, with Goodrich, Babernitch, O'Malley and Bill Matthews in tow. Babernitch passed Goodrich for second on lap two. O'Malley and Matthews held on to fourth and fifth. Near the halfway mark of lap two, following the huge Hurricane step-up, Babernitch passed Stafursky for the lead. Goodrich then stalled his YZ in a turn, allowing O'Malley and Matthews to move up to third and fourth. Goodrich dropped to fifth. At the end of lap two, Marzec and Andy Masters passed Goodrich for fourth and fifth. Babernitch took the checkered flag with a 10-second advantage, trailed by Stafursky, O'Malley, Masters and Marzec.

Bloch nailed the holeshot in the second 250cc Open C moto. Trailing him were Marzec, Tony Yagloski, George Banci and Masters. Near the halfway mark of lap one, Masters passed Banci for fourth. On lap two, Yagloski passed Marzec to take second. Masters held fourth, and Babernitch moved up to fifth. Yagloski passed Bloch for the lead at the end of lap two. The finishing order was Yagloski, Bloch, Marzec, Masters and Babernitch.

Babernitch earned the overall via his 1-5 score. Rounding out the 250cc Open C podium were Yagloski and Marzec.

Results

P/W: 1. Justin Maylath (Yam); 2. Jonathan Daniels (Yam); 3. James Doolittle (Yam); 4. Robbie Bardo (Yam); 5. Brandon Wehr (Yam).

50 (4-6): 1. Jonathan Daniels (Cob).

50 (7-8): 1. Garret Wilson (Cob); 2. Jon Reber (Cob); 3. Jesse Kuzbyt (Cob); 4. Dave Conklin (Cob).

65 (7-9): 1. Sean Hackley (Kaw); 2. Marshall Hurd (Kaw); 3. Garret Wilson (Kaw); 4. Abbi Jo Bardo (Kaw); 5. Joey Keefe (Kaw).

65 (10-11): 1. Matthew Hougentogler (Kaw); 2. Sean Wallace (Suz); 3. Jeremiah Glezen (Kaw); 4. Andrew Mikolvichik (Kaw); 5. Billy Jenkins (Kaw).

85 (7-11): 1. Sean Hackley (Kaw); 2. Matthew Rice (Kaw); 3. Sean Wallace (Suz); 4. Michael Mazur (Kaw); 5. Marshall Hurd (Kaw).

85 (12-13): 1. Caleb Miller (Yam); 2. Donald Marsh (Hon); 3. Jacob Feaster (Kaw); 4. David Rockefeller (Kaw); 5. Moose Hughson (Kaw).

85 (14-15): 1. Zachary Feaster (Kaw); 2. Kyle Beach (Yam); 3. Stephen Raymond (Kaw); 4. Christopher Fetherst (Kaw).

SCHBY: 1. Patrick Simpson (Yam); 2. Michael Klinger (Hon); 3. Craig Kollmer (Yam); 4. Brad Ford (Suz); 5. Adam Campbell (Hon).

CLGBY: 1. Bear Hughson (Kaw); 2. Jimmer Eric Miller (Yam); 3. Fred Metzger (Yam); 4. Jarred Kimble (Hon); 5. Jason Wocniski (Suz).

S/MINI: 1. Caleb Miller (Yam); 2. Zachary Feaster (Kaw); 3. Jacob Feaster (Kaw); 4. Moose Hughson (Kaw); 5. Michael Mazur (Yam).

125 BEG: 1. Bryan Berry (Suz); 2. Marolo Wadsworth (Yam); 3. Richard Landis (Yam); 4. Matt Merrick (Suz); 5. James Collison (Suz).

125 A: 1. Clint Esposito (Hon); 2. Antonio Poccia (Kaw); 3. Tom Littman (Yam).

125 B: 1. Jimmer Eric Miller (Yam); 2. Patrick Simpson (Kaw); 3. John McKean (Suz); 4. Ricky Conley (Hon); 5. Jarred Kimble (Hon).

125 C: 1. Zachary Bloch (KTM); 2. Richard White (Kaw); 3. Lindsay Cron (Suz); 4. Matthew Lopreato (Suz); 5. Eric Klimek (Yam).

250 BEG: 1. Owen Kapalski (Yam); 2. Brent Bennyhoff (Yam); 3. Billy Robinson (Hon); 4. Rick Tatrault (Yam); 5. Tony Serge (Hon).

250 A: 1. Dag Boyesen (Suz); 2. Clint Esposito (Hon); 3. Tom Littman (Yam); 4. Carl Snyder (Hon); 5. Antonio Poccia (Kaw).

250 B: 1. Bear Hughson (Kaw); 2. Ricky Conley (Hon); 3. John McKean (Suz); 4. Carl Wolter (Hon); 5. Rich Atkinson (Hon).

250 C: 1. Jason Babernitch (Yam); 2. Tony Yagloski (Yam); 3. Scott Marzec (KTM); 4. Andy Masters (Hon); 5. Zachary Bloch (KTM).

25+ B: 1. Henry Lucio (Yam); 2. Paul Srenen (Hon); 3. Jason Babernitch (Yam); 4. Keith Crothers (Hon); 5. Lance Rowland (KTM).

30+ A: 1. Dag Boyesen (Suz); 2. Gene Nighman (Kaw); 3. Douglas Henry (Hon); 4. William Cheney (Hon).

30+ B: 1. Henry Lucio (Yam); 2. Keith Crothers (Hon); 3. Lance Rowland (KTM); 4. Doug Welch (Yam); 5. Brian Renye (Suz).

30+ C: 1. Bill Matthews (Kaw); 2. James Duckworth (Hon); 3. Eric Heinecke (Hon); 4. Kenneth Burke (Kaw); 5. Louis Giomboni (Yam).

40+: 1. Gene Nighman (Kaw); 2. Douglas Henry (Hon); 3. Peter Kuzbyt (Yam).

NON-CUR: 1. Eric Heinecke (Hon).

WMN: 1. Abbi Jo Bardo (Kaw); 2. Amy Crain (Suz).

WDSMN: 1. Doug Welch (Yam); 2. Eric Heinecke (Hon).

Moreland's Motocross

Long-weekend warriors

By Kevin S. Mitchell

STANTON, MI, SEPT. 4-6

Moreland's held a three-day event on the Labor Day weekend, and along with the action-packed racing, 40 rock 'n' roll bands took to the stage for the traditional Battle of the Bands.

On Saturday, there was a very large turnout of racers, many of whom arrived Friday night and camped out under the stars. The weather was typical for late summer - hot and humid.

In the Women's class, three riders came out to compete. Brandy Chupp of White Cloud, Michigan, won, with Vanessa McDonald second and Kim Dines third.

In the 125cc A class, Ian Hammond of Ypsilanti, Michigan, took the win over three other riders, but the 125cc B class had 25 riders at the gate, and Danny Beckett Jr. of Grand Rapids, Michigan, took all the marbles. Out of the 35 125cc C competitors, Ryan Micho of Allendale, Michigan, took home the first-place gold.

Sunday was another fine day at Moreland's. Many of Saturday's racers stayed, and more arrived, making for another huge turnout of 125s.

David Fink of Petoskey, Michigan, was riding at the top of his game. He won the Non-Current class, for 1994-and-older bikes. Fink put in a strong performance on his 1989 Honda CR250 in both motos, topping Anthony Sell of Fenton, Michigan, and District 14 points leader Wilbert Verpootrn of Pontiac.

In the 80 Beginner class, Stuart Alexander rode a bike borrowed from Max Lovejoy. In the first moto, Alexander bit it hard when he came up short on the Gravity Cavity. Undaunted, he got up and chased down Aaron Smith, who was having his own crashing problems. Alexander could not hold off Smith in the second moto and had to settle for second overall.

The 250cc A and B riders put on a great air show for the spectators. At the Roadside Triple, Kenny Ryan did a great Superman move. Almost every competitor was doing one-handers and whips and waving to the crowd. Ryan went on to win the 250cc B event, and Brad Kress of Alma won the 250cc A class.

Labor Day had fewer riders competing, but there was still a very healthy turnout. This is the day Americans honor workers, and none work harder than the Moreland's crew. The track owners, Carl and Irene, can be found working the entrance gate at every race. Mark Moreland takes great care of the track, designing and building new sections and obstacles during the week and overseeing maintenance on race days. Clint Moreland runs the starting gate, and his sister Colette works at sign-up and scoring, along with Michelle Moreland. Terry Watts is the track referee, and he does all of the live race announcing. All those who work to keep Moreland's going deserve recognition for all their hard work.

The 50cc Shaft Drive class had five riders, with Dougie Moline of Sparta taking the win over Austin Nelson. In the very popular 50cc Automatic Beginners class, for kids just starting out, nine riders competed, with Steven Trierweiler of Lowell, Michigan, winning over Bretten Ritter.

Results

Saturday

50 SHAFT: 1. Austin L. Nelson (Yam); 2. Adrian Ford (Yam); 3. Jordan Demorest (Yam); 4. Jack Minikey (Yam); 5. Kenneth Regal (Yam).

50 BEG: 1. Cole Thompson (Yam); 2. Robert Hallberg (Yam); 3. Seth Crivac (Yam); 4. Trent Faber (Yam); 5. Bretten Ritter (Yam).

50 JR: 1. Austin L. Nelson (Lem); 2. Steven Halberstadt (Lem); 3. Kiernan Malarney (Lem).

50 SR: 1. Matt Watson (Cob); 2. Steve Daly (Cob); 3. Chad Cooley (Pol); 4. Dustin Droscha (Cob); 5. Matthew Holley (Cob).

60: 1. Grant W. Moreland (Kaw); 2. Brett Bourdage (Kaw); 3. Brandon Cooley (Kaw); 4. Josh Radi (Kaw); 5. Brian D. Papst (Kaw).

80 BEG: 1. Aaron Smith (Suz); 2. Stuart Alexander (Hon); 3. Mike Ford (Kaw); 4. Casey Erridge (Yam); 5. John Robiadek (Yam).

80 (7-11): 1. Grant W. Moreland (Suz); 2. John Jackson (Kaw); 3. Joel A. Jager (Kaw); 4. Josh Radi (Kaw); 5. Brandon Cooley (Kaw).

80 (12-15): 1. Brad Smith (Hon); 2. Nicholas A. Vaughn (Kaw); 3. Scotty Thomason (Suz); 4. Marcus J. Shaver (Hon); 5. Josh Bracken (Hon).

125 JR: 1. Danny Beckett Jr. (Suz); 2. Mitch Sluder (Kaw); 3. Nathan J. Woodward (Yam); 4. Corey Davis (KTM); 5. Troy Bloomquist (Hon).

125 A: 1. Ian D. Hammond (Suz); 2. Ryan T. Damm (Suz); 3. Tommy Kirk (Hon); 4. Brad M. Kress.

125 B: 1. Danny Beckett Jr. (Suz); 2. Ryan P. Wilson (Yam); 3. Mitch Sluder (Kaw); 4. Kyle Thompson (Kaw); 5. Jon James Cunningham (Hon).

125 C: 1. Ryan Micho (Hon); 2. Jordan Watson (Kaw); 3. Raymond Medina (Yam); 4. Kyle M. Brown (Yam); 5. Kyril S. Brown (Yam).

250 OPEN A: 1. Chad Miller (Hon); 2. Brad M. Kress (Kaw); 3. Matthew R. Chick (Hon); 4. Tommy Kirk (Hon).

250 OPEN B: 1. Joey Dell Sly (Hon); 2. Ryan Dargia (Suz); 3. Joshua M. Pike (Yam); 4. Kenny Ryan (Yam); 5. Chad Morehouse (Kaw).

250 OPEN C: 1. Jeremy T. Rockwell (Yam); 2. Michael Langlois (Hon); 3. Josh Waldron (Kaw); 4. Bruce Charron (Kaw); 5. Dan Vining (Hon).

16-24: 1. Chad Miller (Hon); 2.. Derek J. Huffman (Kaw); 3. Frank Jungnitsch (Yam); 4. Dan Wiersema (Yam); 5. Chad Wiers (Suz).

25+: 1. Matthew R. Chick (Hon); 2. Tommy Kirk (Hon); 3. Nick Egle; 4. Joe Sumbera (Kaw); 5. Christopher Wells (Yam).

30+: 1. Daniel W. Chapel (Yam); 2. Frederick Mervau (Kaw); 3. James Justin (Yam); 4. James Price Jr. (Hon); 5. Sidney Martin (KTM).

35+: 1. Bruce Clary (Kaw); 2. Frederick Mervau (Kaw); 3. Daniel W. Chapel (Yam); 4. Don M. Claerhout (Hus); 5. Rob Shafer (Yam).

40+: 1. Gary Saya (Hon); 2. Douglas Barrett (Hon); 3. Doug Chaffee (Hon); 4. Stanley Salter (Yam); 5. Rob Shafer (Yam).

50+: 1. Richard L. Martin (KTM).

BMBR: 1. Thomas J. Bruxvoort (Yam); 2. Mark P. Border (Hon); 3. Larry Senk (Kaw); 4. Joseph M. Kolanowski (Hon); 5. Ronald Durepo (Suz).

NON-CUR: 1. Bob Dedic (Hon); 2. Russ I. Johnson (Suz); 3. Bruce Sneller (Kaw); 4. David Fink (Hon); 5. Michael Root (Kaw).

VINT: 1. Kevin Maleney (Hon).

WMN: 1. Brandy Chupp (Kaw); 2. Vanessa McDonald (Yam); 3. Kim A. Dines (Yam).

Sunday

50 SHAFT: 1. Austin L. Nelson (Yam); 2. Jordan Demorest (Yam); 3. Jack D. Minikey (Yam); 4. Trenton W. Risner (Yam); 5. Trent Faber (Yam).

50 BEG: 1. Cole Thompson (Yam); 2. Steven Trierweiler (Yam); 3. Seth Crivac (Yam); 4. Brian Nelson (Yam); 5. Robert Hallberg (Yam).

50 JR: 1. Austin L. Nelson (Lem); 2. Kiernan Malarney (Lem); 3. Ian Clements (Cob); 4. Steven Halberstadt (Lem).

50 SR: 1. Matt T. Watson (Cob); 2. Steve D. Daly (Cob); 3. Torin B. Gunther (Cob); 4. Dustin Droscha (Cob); 5. Kyle P. O'Connor (Cob).

60: 1. Grant W. Moreland (Kaw); 2. Josh Radi (Kaw); 3. Brandon Cooley (Kaw); 4. Broc D. Peterson (Suz); 5. Brian D. Papst (Kaw).

80 BEG: 1. Aaron M. Smith (Suz); 2. Stuart Alexander (Hon); 3. Henry Dallaine III (Kaw); 4. Collin M. Greennop (Kaw); 5. Robert J. Lyttle (Hon).

80 (7-11): 1. Grant W. Moreland (Suz); 2. Joel A. Jager (Kaw); 3. Alan J. Butzin (Hon); 4. Brandon Cooley (Kaw); 5. Brian D. Papst (Suz).

80 (12-15): 1. Brad E. Smith (Hon); 2. Marcus J. Shaver (Hon); 3. Nathan Barrett (Kaw); 4. Anthony J. Tanner (Yam); 5. Brandon H. Butzin (Hon).

125 JR: 1. Danny Beckett Jr. (Suz); 2. Brian L. Schuiteman (Kaw); 3. Ryan P. Wilson (Yam); 4. Corey J. Davis (KTM); 5. Troy Bloomquist (Hon).

125 A: 1. Ian D. Hammond (Suz.); 2. Ryan T. Damm (Suz); 3. Tommy Kirk (Hon).

125 B: L. Danny Beckett Jr.; 2. Frank Jungnitsch; 3. Mitch S. Sluder (Kaw); 4. Brandon Fritts (Hon); 5. Kyle Thompson (Kaw).

125 C: 1. Troy Bloomquist (Hon); 2. Quinton D. Alderman (Hon); 3. David J. Swartzendruber (Yam); 4. Matt K. Ford (Kaw); 5. Elijah M. Rosenberg (Kaw).

250 OPEN A: 1. Brad M. Kress (Kaw); 2. Ryan T. Damm (Suz).

250 OPEN B: 1. Kenny Ryan (Yam); 2. Chad J. Morehouse (Kaw); 3. Joey Dell Sly (Hon); 4. James O. Alden (Kaw); 5. Mike Robishaw (Kaw).

250 OPEN C: 1. Josh Waldron (Kaw); 2. Steve S. Esselink (Yam); 3. Victor A. Plath (Hon); 4. Dan Vining (Hon); 5. Jesse Wezensky (Suz).

16-24: 1. Frank Jungnitsch; 2. Dan Lee Wiersema (Yam); 3. Derek J. Huffman (Kaw).

25+: 1. Nick Egle (Kaw); 2. Joe J. Sumbera (Kaw); 3. James O. Alden (Kaw); 4. Tommy Kirk (Hon).

30+: 1. Bruce A. Clary (Yam); 2. Daniel W. Chapel (Yam); 3. Andrew J. Kaplanowski (Suz); 4. Martin K. Sid (KTM); 5. Kip Babcock (Kaw).

35+: 1. Bruce A. Clary (Yam); 2. Frederick Mervau (Kaw); 3. Daniel W. Chapel (Yam); 4. Andrew J. Kaplanowski (Suz); 5. Craig A. Chupp (Hon).

40+: 1. Gary J. Saya (Hon); 2. John R. Love (Yam); 3. Michael Behringer (Kaw); 4. Douglas Barrett (Hon); 5. Doug Chaffee (Hon).

50+: 1. Richard L. Martin (KTM).

INNO: 1. Joseph M. Kolanowski (Hon).

NON-CUR: 1. David Fink (Hon); 2. Anthony Sell (Suz); 3. Wilbert Verpootrn (Kaw); 4. Doug Alderman (Kaw); 5. Christopher Putman (Hon).

WMN: 1. Brandy Chupp (Kaw); 2. Kim A. Dines.

Monday

50 SHAFT: 1. Dougie J. Moline (Yam); 2. Austin L. Nelson (Yam); 3. Jack Minikey II (Yam); 4. Michael Foreman (Yam); 5. Kyle J. Dryer (Hon).

50 BEG: 1. Steven Trierweiler (Yam); 2. Bretten Ritter (Yam); 3. Robert Hallberg (Yam); 4. Jarod Wray (Suz); 5. Lauren Moline (Yam).

50 JR: 1. Austin L. Nelson (Lem); 2. Dougie J. Moline (Cob).

50 SR: 1. Matt T. Watson (Cob); 2. Chad E. Cooley (Pol); 3. Steve P. Daly (Cob); 4. Kyle P. O'Connor (Cob); 5. Isaac Scheid (Cob).

60: 1. Grant W. Moreland (Kaw); 2. Brandon Cooley (Kaw); 3. Josh Radi (Kaw); 4. Trevor D. Donie (Kaw); 5. Billy E. Larsen (Kaw).

80 BEG: 1. Collin M. Greennop (Kaw); 2. Jason Dusendong (Kaw); 3. Chris Thompson (Suz).

80 (7-11): 1. Grant W. Moreland (Suz); 2. Brandon Cooley (Kaw); 3. Josh Radi (Kaw); 4. Brian D. Papst (Suz); 5. Brad M. Kiester (Kaw).

80 (12-15): 1. Nicholas A. Vaughn (Kaw); 2. Marcus J. Shaver (Hon); 3. Nathan Barrett (Kaw); 4. William M. Hicks (Hon); 5. Justin Jones (Yam).

125 JR: 1. Corey J. Davis (KTM); 2. Kyle M. Brown (Yam); 3. Mike R. Ford (Yam).

125 A: 1. Nathan J. Miller (Hon); 2. Nicholas G. McNenly (Yam); 3. Shawn MacDonald (Yam).

125 B: 1. Brandon Fritts (Hon); 2. Joey Dell Sly (Hon); 3. Jon James Cunningham (Hon); 4. Mike A. Haynes (Hon); 5. Matthew W. Carpenter (Kaw).

125 C: 1. Matt K. Ford (Kaw); 2. Kyle M. Brown (Yam); 3. Joshua K. Klifman (Yam); 4. Kyril S. Brown (Yam); 5. Phillip J. Afton (Yam).

250 OPEN A: 1. Brad M. Kress (Kaw).

250 OPEN B: 1. Joey Dell Sly (Hon); 2. Ryan Dargie (Suz); 3. Chad M. Cook (Hon); 4. Gunner Brainerd (KTM); 5. Matt McCord (Yam).

250 OPEN C: 1. Jeremy T. Rockwell (Yam); 2. Steve S. Esselink (Yam); 3. Jesse Wezensky (Suz); 4. Kyle D. Arnett (Yam); 5. Justin Persall (Yam).

16-24: 1. Nicholas G. McNenly (Yam); 2. Shawn MacDonald (Yam); 3. Joe Mahoney (Hon); 4. Nick MacTavish (Yam); 5. Matt McCord (Yam).

25+: 1. Nick Egle (Kaw).

30+: 1. Darryl P. Dewind (Suz); 2. Greg Dingell (Yam); 3. Kip Babcock (Kaw).

35+: 1. Craig A. Chupp (Hon); 2. John Junkin; 3. Geno L. Olsavick (Yam); 4. Jon Hansen (Yam).

40+: 1. Douglas Barrett (Hon); 2. Guy R. Sheridan (Yam); 3. Michael Behringer (Kaw); 4. Robin Ennis (Hon); 5. Stanley Salter (Yam).

INNO: 1. Mark P. Border (Hon); 2. Ted Woods (Yam); 3. Joseph M. Kolanowski (Hon); 4. Joseph B. Kolanowski (Hon).

NON-CUR: 1. Matt K. Ford (Kaw); 2. David Fink (Hon); 3. Scott E. Hinton (Hon); 4. Kim A. Dines (Yam).

WMN: 1. Kim A. Dines (Yam).

Scott Harper plucked the overall win at the John Redmond Hare Scrambles in New Straun, Kansas.

Otter Creek ORV Area

Harper plucks a win at Redmond Reservoir

By Brad Jones

NEW STRAUN, KS, SEPT. 26
Jim Imports/Speed Tech-sponsored Scott Harper took the overall win and the points lead at round eight of the Forward Motion Hare Scrambles Series.

At the fast field-style course of the Otter Creek ORV area at the John Redmond Reservoir, 1998 series champ Tom Klimm took the holeshot on his WW Racing KTM 250. Harper put his YZ125 into second as he rounded turn one. Gas Gas rider Randy Weekley was third.

Harper hounded Klimm for the first lap and got by momentarily but then overshot a high-speed turn and gave Klimm back the lead. Harper crashed a lap later, giving Klimm some breathing room. On lap three, Klimm got out of shape near the dam, where there was a small rocky section. Klimm cartwheeled off the bike and broke his rear-brake caliper. With Klimm out of commission, Harper enjoyed a huge lead. Weekley faded behind Jim Brawner and Jeff Schneider, both on YZ400s.

"I chased Brawner for a long time before I got around him," Schneider said later. "Now I know why people don't like following those big four-strokes."

Schneider took over second at the halfway point. Then, on the fourth lap, Harper had his own mishap.

"I was going around this lapper on the outside of a sweeping turn," Harper explained. "He plowed right into me and took me out."

Harper tweaked his bars badly, but he got going again, still 20 seconds in front of Schneider. Harper held his ground to win his second overall of the season.

"I've been working out in the gym, and now it's really paying off," Harper, a Lear Jet mechanic in Wichita, commented afterward. "It always feels good to win an overall at a hare scramble."

Results

AA: 1. Scott Harper (Yam); 2. Jeff Schneider (Yam); 3. Jim Brawner (Yam); 4. Randy Weekley (G-G); 5. Shane DiPasquale (G-G).

A: 1. Larry Barger (Kaw); 2. Roger Lerette (KTM); 3. Nathan Looney (Yam); 4. Bob Livingston (KTM); 5. Brad Barnett (Yam).

B: 1. Robert Schmidt (KTM); 2. Chad Phipps (Yam); 3. Paul DiPasquale (G-G); 4. Joe Rogers (Yam); 5. Adrian Bryant (ATK).

250 C: 1. Gareth Joyce (KTM); 2. Brad Jones (Yam); 3. David Russell (Hon); 4. Jerry Haffner (Kaw); 5. Scott Henion (Kaw).

200 C: 1. Bryan Donley (Kaw); 2. Jim Duffey (KTM); 3. James Luke (Kaw); 4. Davis Owen (Kaw); 5. Andrea Ayers (Yam).

35+ C: 1. Gary Dick (Yam); 2. Chris Harrell (Yam); 3. Jim Dittmer (KTM); 4. Kevin Stuber (Hon); 5. Jerry Rice (Kaw).

50+ C: 1. Gary Russell (Hon); 2. Bob Copeland (Kaw); 3. Dennis Huffaker (Hon); 4. Bill Bateman (C-A); 5. George MacGregor (KTM).

TR: 1. Jim Phares (Hon); 2. Aaron Klam (Suz).

Buttonwillow Raceway

Greene makes 'em envious

By Melissa Shimmin

BUTTONWILLOW, CA, SEPT. 26
Brian Parriott got the holeshot in round seven of the American Federation of Motorcyclists' Formula Pacific class on his Michelin DOT-shod F4. After the first lap, Rob Mesa passed Parriott going into turn one. Donny Greene was looking to take second from Parriott, showing him a

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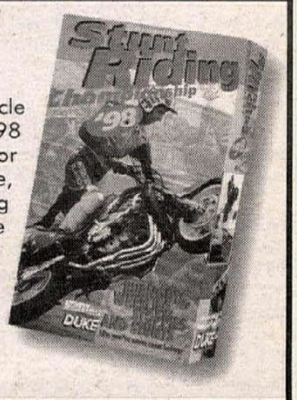

(#5202) Tens of thousands of fans from all over the British Isles enjoyed a great demonstration of motorcycle madness which saw the hottest showmen (and women!) in town competing through four rounds for the 1998 European Stunt Riding Championship. Four-time Brazilian Motorbike Freestyle Champion AC Farias competed for the first time in '98 with other top stunt riders, '97 winner Kevin Carmichael, Craig Jones, Jimmy Fireblade, Jumping Jake Semtec, Fiona Beale, Dave Coates and Andy Hawkesworth. The terminology of 'extreme' riding doesn't quite cover all these performances. Wheelies yes, but with the passenger lying face down underneath the rider looking backwards? Magnificent tire-destroying donuts galore, but how about with no hands? And then this guy Farias comes along pulling moves that are indescribable... It was Farias on his CBR600 riding on one wheel with no hands, making impossible stoppies and performing infinite burnouts and circles on his rear wheel that really caught the judges' eye and gave him his first European title. All four rounds feature these crazy riders on their big sportbikes at Edinburgh, Nutts Corner and Mallory Park, with info, commentary and all the results.

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(Left) Andy Atkins (90) battles Matt Karlsen (940) in 250cc A action at the AMA District 25 State Championships at Craig, Colorado. Atkins' 2-1 bettered Karlsen's 1-2 for the overall.
(Right) Corey Davis of Eaton Rapids, Michigan, airs out his KTM 125 on the Double Downhill jump at Moreland's Motocross in Stanton, Michigan.

wheel as he tried to get underneath him in turn six, but Parriott did not flinch. In the new turn 11, Greene made the pass and made it stick, and then he set his sights on Mesa.

Greene quickly passed Mesa, and Parriott followed. On the third lap, Mesa again passed Parriott on the brakes. In the back section, Parriott regained second and tried to put some distance between himself and Mesa. Greene, meanwhile, had stretched out a considerable lead. Mesa began to fade, and Mark Foster, who had slowly been gaining on him, passed him on the front straight as the two riders began lap five.

By lap six, the podium positions were decided. Greene took the win, Parriott finished an impressive second, and Mark Foster captured third. Mesa held on to fourth despite Jeff Hagan's efforts to reel him in before the checkers. Jeff Short, the number-one plate and the points leader, finished a disappointing ninth.

Mark Foster and Jeff Short diced for the first half of the 750cc Superbike contest before Foster stretched out a definitive lead and took the win. Short finished a respectable second, while Harley Barnes finished all alone in third. Announcer John Fosgate took sympathy on Barnes and attempted to start a new-bike fund for Barnes, who is still riding a 1991 GSX-R.

The 250cc Production contest proved to be an exciting race. Robert Kennedy won with a whopping eight-second lead after some intense dicing with Frank Mazur, who eventually dropped back to fourth after a battle with Kevin Scott and Chris McGrail. Both riders came from behind to pass Mazur, who, despite his scrappy disposition, was unable to latch on to either rider and draft them at the checkers, which is his usual m.o. Scott finished second and McGrail finished third.

Novice Roger Salmeron won the Formula Three race after an intense battle with young gun Hawk Mazzotta. Salmeron, who was leading last month's Formula Two race until a red flag set him back a lap to his previous position of second, was ecstatic over his first win in the class. Mazzotta finished second and Carlos Neves took home third.

Another young gun, 16-year-old Tony "The Tiger" Neiring, stretched out an impressive lead for his first Formula One win. Paul Doyle, who traded positions with Neiring early on in the race, finished second. Blake Lawson and Barnes battled intensely for third, with Barnes eventually finishing in front of Lawson.

Jeff Hagan and James King battled relentlessly in the Open Production race. Both riders swapped positions repeatedly until King managed to lose Hagan in lapped traffic and finish first. Hagan took second and Mike Raab came in third.

Sean Crane, on his impressive Muzzy Raptor, battled Rob Mesa in the Open Superbike category. Mesa was faster through lapped traffic than Crane, and he captured the win. Crane finished second and Jeff Hagan finished a distant third.

Michael Ernest led the 600cc Production race from the first lap to take the win. Tim Ogles finished second and Stuart Stratton captured third.

Results

F-PACIFIC: 1. Donny Greene (Yam); 2. Brian Parriott (Hon); 3. Mark Foster (Kaw); 4. Rob Mesa (Yam); 5. Jeff Hagan (Yam).

F-1: 1. Tony Neiring (Hon); 2. Paul Doyle (Yam); 3. Rich Thorwaldson (Hon); 4. Scott Simpson (Kaw); 5. Tim Kamholz (Hon).

F-2: 1. Ed Marchini (Hon); 2. Paul Doyle (Yam); 3. Tait Rush (Yam); 4. Brian LeFevre (Yam); 5. Richard Snowden (Hon).

F-3: 1. Roger Salmeron (Hon); 2. Miles Hawk Mazzotta (Hon); 3. Carlos Neves (Hon); 4. John Davis (Hon); 5. Adrian Webb.

OPEN GP: 1. Rob Mesa (Yam); 2. Sean Crane (Muz); 3. John Cochell; 4. Jeff Roelands (Suz); 5. Jerry Mendzer (Yam).

F-SGL: 1. Brian Brown (Spo); 2. Don Jones (Yam); 3. Marty Gresho (Hon); 4. Michael Caravatta (Muz); 5. Christopher Morrow (KTM).

F-TW: 1. Brian Long (Suz); 2. Jeff Roelands (Suz); 3. Bill Morgan (Duc); 4. Chris LaCruze (Duc); 5. Justin McReynolds (Duc).

650 TW: 1. Zoran Vujasinovic (Suz); 2. Jeffrey S. Tigert (Hon).

500 TW: 1. Simon Forder (Kaw); 2. Thomas B. Dorsey (Kaw); 3. John Sweeney (Kaw); 4. Brian Long (Kaw); 5. Robert Kennedy (Kaw).

250 S/BK: 1. Franz Oehler (Apr); 2. Alex Florea (Apr); 3. Jody Hudson (Apr); 4. Jove Shapiro (Apr); 5. Phillip Cagle (Yam).

450 S/BK: 1. Rosslyn Eugene Wells III (Yam); 2. Robert Anderson (Yam); 3. Dennis Presiloski (Yam); 4. Todd Risley (Yam); 5. Mark Kayfez (Yam).

600 S/BK: 1. Brian Parriott (Hon); 2. Tim Ogles (Suz); 3. Mark Foster (Kaw); 4. Stuart Stratton (Suz); 5. Jared Kapoor (Yam).

750 S/BK: 1. Mark Foster (Kaw); 2. Jeff Short (Suz); 3. Harley Barnes (Kaw); 4. Zenzo Tazawa (Suz); 5. Richard Slejmar (Kaw).

OPEN S/BK: 1. Donny Greene (Yam); 2. Rob Mesa (Yam); 3. Jeff Hagan (Yam); 4. John Cochell; 5. Ken Hill (Hon).

F-40: 1. Rosslyn Eugene Wells III (Yam); 2. Roy de Groot (Hon); 3. Mark Peters (Hon); 4. Philip Snowden (Hon); 5. Douglas R. Cook (Yam).

S/DINO: 1. Paul Reynen (Yam); 2. Edwin Haazer (Kaw); 3. Jove Shapiro (BMW); 4. David Crussell (Kaw); 5. William Schaal (Yam).

VINT 0-450: 1. Allan Bueno (Yam); 2. Rosalie Juchli (Hon); 3. Dennis Schade (Hon); 4. David V. Broekana (Bul).

VINT 450-OPEN: 1. Jove Shapiro (BMW); 2. David Crussell (Kaw).

250 PROD: 1. Robert Kennedy (Kaw); 2. Kevin Scott (Kaw); 3. Chris McGrail (Kaw); 4. Francis Mazur (Kaw); 5. Steve Chan (Kaw).

450 PROD: 1. Dennis Presiloski (Yam); 2. Mark Kayfez (Yam); 3. John Gonzalez (Yam); 4. Barrett Brockhage (Yam); 5. Robert Clifford (Kaw).

600 PROD: 1. Michael Earnest (Yam); 2. Tim Ogles (Suz); Stuart Stratton (Yam); 4. Jared Kapoor (Yam); 5. Ed Milhausen (Hon).

750 PROD: 1. Jeff Hagan (Suz); 2. Jack Van Beck (Suz); 3. Kevin Scott (Kaw); 4. Brian Shannon (Suz); 5. Shawn Reilly (Suz).

OPEN PROD: 1. James King (Hon); 2. Jeff Hagan (Yam); 3. Mike Raab (Yam); 4. Norbert C. Katona (Yam); 5. Aaron Rose (Yam).

Yampa Valley

Atkins aces RMXA final

By Gregory K. Corns
Photo by Ron Rozinski

CRAIG, CO, OCT. 2-3

The Yampa Valley Sports Riders and Colorado Powersports hosted the ninth and concluding round of the Rocky Mountain Motocross Association's Summer Series and AMA District 25 State Championship Series final, where Vickery Motorsports/Fox/Cortez Trucking-sponsored Andy Atkins propelled his Yamaha to the overall in the 250cc A class.

The two-day event attracted 400 riders and included contingencies from FMF, Pro Circuit and Acerbis, and huge trophies for the top finishers. With first motos run on Saturday and second motos on Sunday, the relaxed format allowed for extended moto times in every class.

Finishing second on Saturday to Gary Semics Motocross School West/Colorado Powersports-sponsored Matt Karlsen in the 250cc A class, Atkins launched from the gate with a vengeance on Sunday and led 20 of the area's finest into turn one. Clifton Stroud briefly ran alongside Atkins up the first hill, with Todd Robertson and Chad Wallwork following, but as the group made its descent, Karlsen exploded into second. After a fourth-place finish on Saturday, Yamaha-mounted Ronnie Clark was hoping for a better finish, but a first-turn mishap with Mike Chase thwarted the Albuquerque, New Mexico, native's efforts. On lap two, Chad Zulian utilized his home-track advantage, settling into third, ahead of Colorado Powersports-sponsored Josh Kellogg. Karlsen continued to hound Atkins as the two pulled from the field, setting a wicked and unmatchable pace.

By midmoto, a battle for fifth between Keith Campbell and Wes Hale ended with Campbell securing the position. Kellogg, fresh off a third-place overall finish the week before at the AMA Four-Stroke National in Denver, and accustomed to the longer moto times, reeled in and passed Zulian for third with two laps remaining. Unfortunately, on the last lap, Kellogg's YZ250 experienced clutch difficulty, resulting in a premature retirement to the pits. Atkins continued to maintain his consistency, hitting every corner perfectly. Clark pulled up through the pack and battled with Stroud for sixth as the front-runners began to weave through lapped traffic. Karlsen slipped three seconds off of Atkins' pace as the two crossed the checkers a full half-minute ahead of Zulian in third. Campbell and Hale rounded out the top five. The overall went to Atkins, with Karlsen, Campbell, Clark and Hale following.

In the 250cc B class, Ryan Rozinski smoked the field with a clean sweep and an impressive 12-second run on second place for the win on Sunday. Travis Mullins, Josh Elliot, Lonnie Bredeson and Jayson Maynard locked up the remaining overall finishes. Rozinski finished just as impressively in the 125cc B class with another 1-1 sweep.

Results

50 D-1: 1. Anthony Griego (Cob); 2. Coby Meeks (Cob); 3. Corey Wilcox (KTM); 4. Jake Jacobs (KTM); 5. Connor Olson (Cob).

50 D-2: 1. Colter Dimick (Pol); 2. Nathan DeAndrea (KTM); 3. T.J. Lucero (KTM); 4. Ryley Murphy (Cob); 5. Forrest Olson (Cob).

50 D-3: 1. Austyn Keller (Suz); 2. Nicole Wilcox (Yam); 3. Robin Richardson (Suz).

50 D-4: 1. Colter Dimick (Pol); 2. Anthony Griego (Cob); 3. T.J. Lucero (KTM); 4. Coby Meeks (Cob); 5. Nathan DeAndrea (KTM).

60 (7-9): 1. Brett Pruess (Kaw); 2. Ricky LaMontagne (Kaw); 3. Andrew Valdez (Kaw); 4. Colter Dimick (KTM); 5. Anthony Griego (Kaw).

60 (10-11): 1. Dalton Dimick (Kaw); 2. Brandon Travis (Kaw); 3. Evan Yater (Kaw); 4. Ryley Murphy (Kaw); 5. Albert Reyes (Kaw).

80 (7-11): 1. Beni Williams (Suz); 2. Logan Hixon (Suz); 3. Cody Boyd (Hon); 4. Brett Pruess (Kaw); 5. Austin Boyd (Yam).

80 (12-13): 1. Lance Hiser (Yam); 2. Kyle Stroud (Yam); 3. Peter Freas (Yam); 4. Joseph Fetters (Hon); 5. Wesley Selby (Yam).

80 (14-15): 1. Trent Paulson (Suz); 2. Adam Featheringill (Hon); 3. Justin Jensen (Suz); 4. Brandon McGray (Yam); 5. Tony Valdez (Yam).

S/MINI: 1. Lance Hiser (Yam); 2. Levi Jensen (Suz); 3. Tony Valdez (Yam); 4. Trent Paulsen (Suz); 5. Logan Hixon (Suz).

YTH BEG: 1. Jeremy Kirby (Hon); 2. Justin Dikes (Yam); 3. Wesley Selby (Yam); 4. Tommy Griswold (Kaw); 5. Kyle Gibson (Hon).

16-24: 1. Matt Karlsen (Yam); 2. Ryan Rozinski (Yam); 3. Chad Ruggles (Suz); 4. Mike Chase (Suz); 5. Dave Francis (Hon).

SCHBY: 1. T.J. Russell (Suz); 2. Marc Warmuth (Hon); 3. Blaine Zulian (Kaw); 4. Aaron Wersinger (Yam); 5. Ryan Bailey (Yam).

125 A: 1. Matt Karlsen (Yam); 2. Josh Kellogg (Yam); 3. Ronnie Clark (Yam); 4. Kevin Hall Jr. (Suz); 5. Chad Zulian (Kaw).

125 B: 1. Ryan Rozinski (Yam); 2. Cassidy Anderson (Kaw); 3. Marc Warmuth (Hon); 4. Blaine Zulian (Kaw); 5. Derek Balmer (Yam).

125 C: 1. David Panzer (Kaw); 2. Aaron Wersinger (Yam); 3. Layne Ready (Yam); 4. Ryan Bailey (Yam); 5. Robert Quein (Yam).

OPEN BEG: 1. Chad Green (Hon); 2. David Wiedeman (Hon); 3. Brock Cole (Hon); 4. Brian Landeree (Yam); 5. Dustin Romance (Yam).

250 A: 1. Andy Atkins (Yam); 2. Matt Karlsen (Yam); 3. Keith Campbell (Kaw); 4. Ronnie Clark (Yam); 5. Wes Hale (Suz).

250 B: 1. Ryan Rozinski (Yam); 2. Travis Mullins (Kaw); 3. Josh Elliot (Kaw); 4. Lonnie Bredeson (Hon); 5. Jayson Maynard (Kaw).

250 C: 1. Hank Kindell (Kaw); 2. Steve Trujillo (Suz); 3. Matthew Mebane (Hon); 4. John Castagna (Kaw); 5. Logan Rechins (Hon).

25+ A: 1. Josh Kellogg (Yam); 2. Keith Campbell (Kaw); 3. Andy Atkins (Yam); 4. Chad Wallwork (Kaw); 5. David Brewer (Kaw).

25+ B/C: 1. Lonnie Bredeson (Hon); 2. Chad Faulkner (Suz); 3. Josh Elliot (Kaw); 4. Steve Trujillo (Suz); 5. Travis Mullins (Kaw).

30+ A: 1. Keith Campbell (Kaw); 2. Kevin McKnight (Hon); 3. Lyle Schrock (Yam); 4. Kurt Dimick (Yam); 5. Dean Haight (Yam).

30+ B: 1. Chad Faulkner (Suz); 2. Lonnie Bredeson (Hon); 3. Johnny Clifford (Hon); 4. Dan Jackson (Kaw); 5. David McMechen (Kaw).

30+ C: 1. Mike Hibbs (Kaw); 2. Mark Marshall (Yam); 3. Brian Root (Yam); 4. Bob Mozingo (Hon); 5. Barry Bartee (Hon).

40+ A: 1. Kurt Dimick (Yam); 2. Johnny Clifford (Hon); 3. Lyle Schrock (Yam); 4. Bruce Jones (Yam); 5. Dean Haight (Yam).

40+ B: 1. John Babb (Suz); 2. Hans Marschler (Yarn); 3. Kevin Hall (Suz).

40+ C: 1. Keith Gibson (Hon); 2. Mark Guercio (Yam); 3. Jim Wright (Hon); 4. Steve Michels (Hon); 5. Nick Murphey (Hon).

OPEN 4-STRK: 1. Lyle Schrock (Yam); 2. Jeff Quenzer (Yam); 3. Bob Ketchum (Yam); 4. Hans Marschler (Yam); 5. Travis Mullins (Yam).

WMN B: 1. Layne Gibson (Suz); 2. Kelly Longwell (Yam); 3. Cynthia Bennett (KTM).

WMN C: 1. Rose Bromberg (Yam); 2. Heather O'Brien (Hon); 3. Ginger Gage (Yam); 4. Jaycee Van Houghton (Yam); 5. Meli Landeree (Yam).

Moreland's Motocross

The Matthew Crown affair

By Kevin S. Mitchell

STANTON, MI, SEPT. 15

On a beautiful fall day, Moreland's Motocross played host to a great turnout of riders. The track personnel had groomed the track to perfection for the intense District 14 competitors, and suspension master Matthew Crown of Metamora, Michigan, did double duty, riding in both the Over 25 and Over 30 classes. Crown rode a Yamaha to the Over 25 victory and a Kawasaki to the Over 30 win.

Series leader Wilbert Verpootrn of Pontiac, Michigan, had a great ride in Non-Current class, which is for bikes from 1994 and earlier. Verpootrn used the power of his 1992 YZ250 to take the win over fast and smooth Honda CR250 rider Dave Fink.

In the Over 50 class, multi-time district champion Frank Helms of Alto, Michigan, uncharacteristically placed runner-up, to Honda-mounted Robert J. Chapman Jr.

Local hotshot Kenny Ryan of Sheridan kept his domination of the 250cc B class going strong. Ryan rode his tricked-out YZ250 like it was on fire. Ryan often cuts loose with some wild air-time tricks over Moreland's big-air jumps.

Results

50 SHAFT: 1. Adrian A. Ford (Yam); 2. Austin L. Nelson (Yam); 3. Sara Roberts (Yam); 4. Ben Vanslambrouck (Yam); 5. Kyle J. Dryer (Hon).

50 BEG: 1. Bretten Ritter (Yam); 2. Seth Crivac (Yam); 3. Robert Hallberg (Yam); 4. Eric McEwen (Yam); 5. Matthew Synakooski (Yam).

50 JR: 1. James L. Schmaus (Cob); 2. Austin L. Nelson (Lem); 3. Jarett J. Pesci (Pol); 4. Kiernan M. Malarney (Lem); 5. Ian Clements (Cob).

50 SR: 1. Michael Ross (Cob); 2. Chad E. Cooley (Pol); 3. Brian D. Papst (Cob); 4. Steve D. Daly (Cob); 5. James Roberts (Cob).

60: 1. Kurtis M. Lee (Kaw); 2. Michael A. Chapman (Kaw); 3. Daniel J. Aulseybrook (Kaw); 4. Brandon Cooley (Kaw); 5. Brett Bourdage (Kaw).

80 BEG: 1. Casey Erridge (Yam); 2. Allen Bedell (Yam); 3. Eric R. Saya (Yam); 4. Collin M. Greennop (Kaw); 5. Sonny Snyder (Hon).

80 (7-11): 1. Daniel J. Aulseybrook (Kaw); 2. Adam Harden (Kaw); 3. Brad M. Kiester (Yam); 4. Mateusz Jachacy (Hon); 5. Brandon Cooley (Kaw).

80 (12-15): 1. Ronald A. Bowers Jr. (Yam); 2. Jake J. Marsack (Yam); 3. Brent A. Miller (Hon); 4. Joshua A. Smith (Kaw).

125 JR: 1. Corey J. Davis (KTM); 2. Brandon Mushinski (Suz); 3. Mike R. Ford (Yam).

125 B: 1. Ryan Dargie (Suz); 2. Mike A. Haynes (Hon); 3. Matt K. Ford (Kaw); 4. Corey J. Davis (KTM); 5. Scott Klomp (Kaw).

125 C: 1. Elijah M. Rosenberg (Kaw); 2. David J. Swartzendruber (Yam); 3. Kyle MacDermaid (Hon); 4. Jason Raska (Suz); 5. D.J. Greening (Hon).

250 OPEN A: 1. Chad L. Miller (Hon); 2. Matthew L. Crown (Kaw); 3. Sean P. Conley (Hon); 4. Matthew R. Chick (Hon).

250 OPEN B: 1. Kenny Ryan (Yam); 2. Chad J. Morehouse (Kaw); 3. Sean Raynard (Hon); 4. Scott Hayes (KTM); 5. Jason A. Evans (Yam).

250 OPEN C: 1. Edward Bohnsach (Hon); 2. Jesse Wezensky (Suz); 3. Kurt Reese (Hon); 4. Jon C. Byrd (Yam); 5. Chris E. Wright (Hon).

16-24: 1. Chad L. Miller (Hon); 2. Chad M. Hauser (Kaw); 3. Jason D. Gruzst (Yam).

25+: 1. Matthew L. Crown (Yam); 2. Matthew R. Chick (Hon); 3. James R. Marsack (Yam); 4. Craig Stoley (Hon); 5. Todd Raska (Suz).

30+: 1. Matthew L. Crown (Kaw); 2. James R. Marsack (Yam); 3. Craig Stoley (Hon); 4. Sean Raynard (Hon); 5. Scott Hayes (KTM).

35+: 1. James R. Marsack (Yam); 2. David Mack (Yam); 3. Scott D. Currie (Hon); 4. Frederick Mervau (Kaw); 5. Rob Shafer (Yam).

40+: 1. Scott D. Currie (Hon); 2. Gary J. Saya (Hon); 3. Michael Behringer (Kaw); 4. Randy L. Stephenson (Hon); 5. Rob Shafer (Yam).

50+: 1. Robert J. Chapman Jr. (Hon); 2. Frank J. Helms (Yam); 3. Ronald E. Sage (Hon); 4. Skip Krassa (Hon); 5. Terry K. Piggott (Hon).

INNO: 1. Mark P. Border (Hon); 2. Douglas Hildebrant (Hon); 3. Joseph M. Kolanowski (Hon).

NON-CUR: 1. Wilbert Verpootrn (Yam); 2. David Fink (Hon); 3. Donald W. Trucks (Yam); 4. Scott E. Hinton (Hon).

Mountain View Raceway

Turpin takes control

By Kurt von Ahnen

MEAD, CO, SEPT. 26

Ricky Orlando had led the whole race until the start of the final lap, when Shane Turpin was able to work the traffic to win at the MRA event. It was the Open Superbike race, and Orlando had taken the lead quickly on the opening lap. Mayhem in turn five left the fans wondering if there would be a red flag, but the event continued on. As the race progressed, Orlando was in the lead, followed by Turpin and Dan Turner. The three paraded around for the first seven laps without incident. Doug Vickery was solo in fourth place, on his well-dressed, Attack-equipped YZF-R1.

Fans were paying special attention to Wyeth Jackson on her Advantage Cellular ZX9. The Mountain View event was her first competition ride since she fractured her shoulder on a practice ride on July 4. She was riding quite well, but the riders picked up the pace, leaving her in ninth place, right behind Marty Sims. On lap seven, it was Jackson whom the leaders had come up on in the "Dragon Slide" (turns seven through nine, a fast, technical series of turns with elevation changes). As Jackson came out of turn nine onto the front straight, there was a frenzy among the top three riders to get around her. At the start of the final lap, Turpin was able to gain control, leaving Orlando in second, with Dan Turner in third.

Results

NOV GTU: 1. Jeffrey Bonifas (Hon) 2. Michael Coulter (Yam); 3. Ronald Curry (Suz); 4. Mohammed Burki (Kaw); 5. Gregg Algazi (Hon).

NOV GTO: 1. Chad Raskin (Suz); 2. Michael Coulter (Yam); 3. Bill Dewitt (Yam); 4. Elton Curry (Kaw); 5. Terry Benson (Hon).

AM GTU: 1. Paul Nafziger (Suz); 2. Don Bruner (Kaw); 3. Jeffrey Bonifas (Hon); 4. Michael Coulter (Yam); 5. Bart McKiernan (Suz).

AM GTO: 1. Marv Rosencrans (Kaw); 2. Michael Applehans (Hon); 3. Mark Nudelman (Hon); 4. Bart McKiernan (Suz); 5. Jeffrey Bonifas (Hon).

MDRN VINT GTO: 1. Stephen Katzer (Suz); 2. Karl Frakes (Hon); 3. Brad Birnberger (Yam); 4. Waldo Paul; 5. Jay Sherritt (Yam).

MDRN VINT GTU: 1. Michael Jos Kludt (Yam); 2. John Fisher (Duc); 3. Mark Erickson (Kaw); 4. James McKay (Yam); 5. Perry Black (Suz).

L/W S/BK: 1.Craig Wright (BBM); 2. Michael Jos Kludt.

M/W S/SPT: 1. Robert Christman (Yam); 2. Greg Abbott (Yam); 3. Bobby Miosek (Hon); 4. Don Bruner (Kaw); 5. Pedro Bravo (Yam).

Anthony Pulera (914) won both the 250cc Junior and Vet (Over 30) Junior classes at Sopiago Springs MX in California.

M/W S/BK: 1. Bobby Miosek (Hon); 2. Pedro Bravo (Yam); 3. Stephen Wands (Kaw); 4. Don Bruner (Kaw); 5. Martin Sims (Yam).

H/W S/SPT: 1. Ryan Burke (Suz); 2. Dennie Burke (Suz); 3. Justin Savage (Suz); 4. Brian Lehfeldt (Suz); 5. George St. John (Suz).

H/W S/BK: 1. Dennie Burke (Suz); 2. Ryan Burke (Suz); 3. Josh Graham (Yam); 4. Justin Savage (Suz); 5. George St. John (Suz).

OPEN S/SPT: 1. Shane Turpin (Yam); 2. Martin Sims (Yam); 3. Greg Abbott (Yam); 4. George St. John (Suz); 5. Brian Lehfeldt (Suz).

OPEN S/BK: 1. Shane Turpin (Yam); 2. Ricky Orlando (Kaw); 3. Dan Turner (Yam); 4. Doug Vickery (Yam); 5. Josh Graham (Yam).

OPEN MOD: 1. Aaron Turner (Suz); 2. Rick Phelps (Yam); 3: Russell Strobridge (Kaw).

S/TW GTU: 1. John Fisher (Bue); 2. Steve Midgley (Duc); 3. Mark Hoyt (Bue); 4. Charles Galea (Bue); 5. David Finniff (Kaw).

S/TW GTO: 1. Jon Glaefke (Suz); 2. Jim Brewer (Suz); 3. Clark Dodson (Suz); 4. Mark Elliott (Suz); 5. Matt Spencer (Duc).

F-2: 1. Ken Rogers (Yam); 2. Waldo Paul; 3. Kelly Newman (Rtx); 4. James McKay (Yam); 5. Michael Bowden (Hon).

F-3: 1. John Hjelm (Hon); 2. Trip Miller (Hon); 3. Paul Tozer (Hon); 4. Mark Schultz (Hon); 5. Alicia Benson (Hon).

F-COLORADO: 1. Tracy Schram (Hon); 2. Craig Wright (BBM); 3. Kelly Newman (Rtx); 4. Mark Erickson (Kaw); 5. Waldo Paul.

RACE OF THE ROCKIES: 1. Shane Turpin (Yam); 2. Dan Turner (Yam); 3. Aaron Turner (Suz); 4. Ricky Orlando (Kaw); 5. Doug Vickery (Yam).

Sopiago Springs MX

Pulera perfect

By John Silva

SOPIAGO SPRINGS, CA, SEPT. 26

Anthony Pulera won every moto he entered, topping two classes at Sopiago Springs Motocross in the rugged hills of the Sopiago Springs resort area. Pulera raced his Honda to victory in the 250cc Junior and Over 30 Junior classes.

The "old school" track was very challenging, and the steep climbs and sharp descents kept everyone on their toes. Nearly every rider took a spill, or at least had a bobble or two, but no one was hurt, despite the close racing and technical terrain.

The Vets and Old-Timers contest was one of the day's first races, and they took to a track that was still supertacky soil that offered great traction. Not all of the track surface offered traction, however, as several old-fashioned mudholes sure had the riders slipping and smiling. Once the race got under way, Pulera gated well, but his Honda 250 was quickly overtaken by Dave Pile's CR500 and Bill Carter's KX500 in the uphill drag race leading to the first turn. The obstacles in the upper section were the proving ground for Pulera, who came through the downhill chicane with the lead. Once out front, Pulera was never headed, and he took the class win over Pile and Carter.

At the same time, the Over 40 Old-Timer riders were going at it, with Jim Willis and David Rosenquist battling for the lead for the duration of the moto. A late-moto pass by Willis secured the win. Rosenquist raced to a close second.

By the second set of motos, Pulera had the track dialed in, and he rode out front for the entire moto, once again finishing ahead of Pile and Carter. In the Over 40 class, Willis had to fight for the lead again with Rosenquist, and, as before, a last-minute pass was the ticket to victory for Willis. Rosenquist was once again runner-up.

Scott Ritter won the first 80cc Junior moto, crossing the finish line ahead of Brennan McGinnis, Casey Logan (who had just moved up to the Junior class earlier after winning the first Beginner-class moto), Reese Zunino and Logan Foster.

In the second moto, Casey Logan was the holeshot kid, and he kept the throttle pinned to hold the lead from start to finish. Ritter gave chase in second place and made a good effort to overtake Logan, but he took a spill while just a few bike lengths behind the leader. Ritter remounted quickly, but he had lost precious seconds and was relegated to second place for the moto. In the final tally, however, the overall win was Ritter's via a 1-2 moto score over Logan's 3-1 finishes. Taking third in the second moto - and

Katherine Miller

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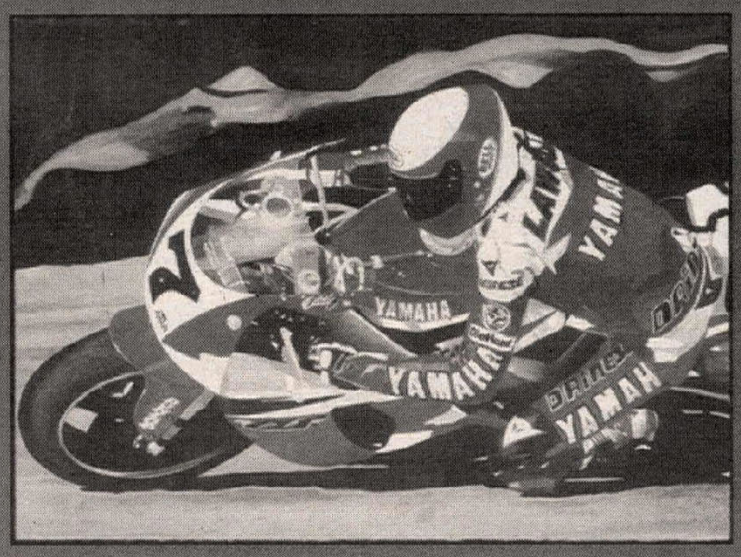

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Katherine Miller lives in Southern California. In addition to painting motorcycle racers, she has been a holographic artist, windscreen manufacturer and roadracing team co-owner (Zero Gravity), and is currently the U.S. Importer for various brands of European apparel under the name La Forza Sports. She is a sport rider, dirt rider and extreme sports enthusiast.

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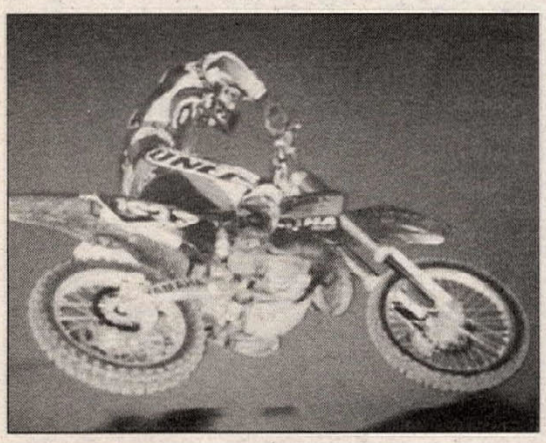


(Left) Derrick Isenhour (163) flew his Yamaha to the Unlimited-class victory at the second round of the Fall/Winter Series at Daniels Ridge Supercross. (Right) Kim Trende (999) celebrates her victory in the Powder Puff class at Saddleback Race Park in Sioux Falls, South Dakota.

consequently in the final score as well - was McGinnis, with Foster and Zunino rounding out the top five.

Results

60 NOV: 1. Beau Wiegand (Kaw); 2. Tyler Krasel (Kaw).
80 BEG: 1. Richard Marchand (Yam); 2. Travis Polon (Hon); 3. Danielle Rosenquist (Hon); 4. Billie Calvin (Yam).
80 JR: 1. Scott Ritter (Hon); 2. Casey Logan (Kaw); 3. Brennan McGinnis (Yam); 4. Logan Foster (Yam); 5. Reese Zunino (Hon).
125 BEG: 1. Cory Krasell (Yam); 2. John McManns (Hon); 3. Mike Butler (Hon); 4. Reese Zunino (Yam); 5. Kyle Hess (Yam).
125 JR: 1. Bobby Garrison (Hon); 2. Chris Taylor (Yam); 3. Matt Forbes (Hon); 4. Naomi Willis (Hon); 5. Scott Ritter (Kaw).
125 INT: 1. Tony Evans (Hon); 2. Rich Duncan (Hon).
250 BEG: 1. Sarah Horn (Hon).
250 JR: 1. Anthony Pulera (Hon); 2. Blaine Willis (Hon); 3. Bay Webster (Hon).
25+ INT: 1. Bryan Nor (Yam).
30+ INT: 1. Bud Heishman (Yam).
30+ JR: 1. Anthony Pulera (Hon); 2. David Pile (Hon); 3. Bill Carter (Kaw).
40+ JR: 1. Jim Willis (Hon); 2. David Rosenquist (KTM).

Daniels Ridge Supercross

Motsinger hits a high note

By Cindy Kendrick

TAYLORSVILLE, NC, OCT. 9

Round two of the Fall/Winter Series started under very cloudy skies, and the organizers only managed to get in one moto per class. Nick Cline rode his Honda to the holeshot in the first moto in the 125cc C class. While Cline was trying to hold on to his lead, there was a battle taking place behind him between Willy Baker and Bobby Motsinger. Cline continued to hold on to his lead for three laps as Baker and Motsinger put the pressure on. After the third lap, Motsinger worked his way past Baker and pursued Cline for the lead. Motsinger passed Cline and went on for the win. Cline and Baker continued to battle for the second spot. Cline was determined to hang on to second, and he got on the gas as Baker put the heat on. They entered each corner neck and neck, almost touching handlebars. Cline managed to hang on to finish second, with Baker finishing third.

Les Smith, on his Kawasaki, came ready to race. He came away with double class wins in the 60cc and Junior Mini classes, showing great riding ability and proving unbeatable. He got perfect gate starts and pulled the holeshots in both classes, and then led every lap to take the win in each class. Smith also won a perfect race in the 50cc class on his Cobra.

Aaron Stancil got a good start on his Yamaha and made it to the first turn ahead of Brooks Brown as the 250cc D contest got under way. Although there were only two riders in this class, it was a tight race from start to finish. Stancil tried to keep his lead, but Brown passed him on the first lap. However, Stancil was not willing to give up the race quite yet. Stancil continued to put the pressure on Brown, and they practically swapped tire rubber as they raced in single file. Stancil forced Brown to fight in every turn to maintain his first position. The battle continued to the very last lap, but Brown held his lines and made no mistakes. Brown took the checkered flag first, with Stancil right behind, taking second.

Results

50 SHAFT: 1. Nash Huffman (Yam); 2. Cody Huffman (Yam); 3. Cody Logan (Yam).
50 (4-6): 1. Gavin Paisly (Cob); 2. Kelli Pitsenbarger (KTM); 3. Storm Stephens (Hon); 4. Jay Stories (Hon).
50 (7-8): 1. Les Smith (Cob); 2. Dustin Chandler (Cob); 3. Jordan Daniels (Cob); 4. Brandon White (KTM); 5. Brandon Newman (KTM).
60 (7-11): 1. Les Smith (Kaw); 2. Tyler Clark (Kaw); 3. Dustin Chandler (Kaw); 4. Brandon Rent (Kaw); 5. Jordan Daniels (Kaw).
JR MINI: 1. Les Smith (Kaw); 2. Tyler Clark (Kaw); 3. Tray Dobson (Kaw); 4. Brandon Rent (Kaw).
80 D: 1. Jordan Brown (Kaw); 2. Josh Bolick (Kaw); 3. Brett Butler (Hon); 4. Brandon Maxwell (Yam); 5. Chris Colbert (Hon).
SR MINI: 1. Richard Lafone (Yam); 2. Nick Flowers (Yam); 3. Chris Hayes (Kaw); 4. Jamie Windsor (Yam); 5. Josh Bolick (Kaw).
S/MINI: 1. Nick Flowers (Yam); 2. Jamie Windsor (Yam); 3. Chris Hayes (Kaw).
SCHBY: 1. Willy Baker (Suz); 2. Chad Sloop (Kaw).
U/L: 1. Derrick Isenhour (Yam).
125 B: 1. Aaron Stancil (Yam); 2. Derrick Isenhour (Yam).
125 C: 1. Bobby Motsinger (Hon); 2. Nick Cline (Hon); 3. Willy Baker (Suz); 4. Ryan Oelenberger (Suz); 5. Andy Fox (Yam).
125 D: 1. Josh Faust (Yam); 2. Jeremy Wyle (Suz); 3. Charles Motsinger (Hon); 4. Doug Colbert (Hon); 5. Jody Price (Hon).
250 B: 1. Brooks Brown (Yam); 2. Aaron Stancil (Yam).
250 C: 1. Ronald Weaver (Yam); 2. Roger Curtis (Kaw).
250 D: 1. John Burnette (Kaw); 2. Brian Collins (Hon).
25+: 1. Mitch Libera (Yam).
30+: 1. Mitch Libera (Yam); 2. Ronald Weaver (Yam); 3. Jeff Garland (Hon); 4. Kenneth Luckett (Hon).
NON-CUR: 1. Dennis Simmons (Yam); 2. Ralph Davis (Hon); 3. Jason Whitley (Yam); 4. Bary Isenhour (Kaw).
ENDR: 1. James Tomlin (Kaw); 2. Mike Pennell (Hon).

Saddleback Race Park

Trende at the end

By Brad Letcher

SIOUX FALLS, SD, SEPT. 25

Kim Trende brought the 1999 SVCC short-track season to a close by winning the highly anticipated Powder Puff race. With most of the class championships decided, all the racers were still giving it their all to finish the season with a win. Some of the best racing took place in the Mini classes.

Jacob Ahl had already clinched the Mini 60cc-class championship and won the night's heat race when he lined up for the main event. Only three points separated Alex Jorgensen and Jesse Frost for the runner-up position, and the main event's outcome would be the deciding factor for the entire season. Jorgensen beat Ahl and Frost to the first corner, taking the early lead. Frost dropped into third, just in front of the battle between Tony Bauer and Koleby Harshfield. With the title in his pocket, Ahl set out to prove he was the dominant rider. Ahl closed on Jorgensen and began looking for a way around him. Meanwhile, Seth Lalley moved from sixth to fourth on the second lap. Up front, Ahl took over the lead, dropping Jorgensen into the battle with Frost and the hard-charging Lalley. Ahl began to pull away. Frost moved to Jorgensen's rear fender. The winner of this battle would take second place in the season points. Frost tried to pressure Jorgensen into making a mistake, but to no avail. Ahl took the win, with Jorgensen a bike length ahead of Frost. Lalley and Harshfield finished out to top five.

Nick Laddusaw had the Mini 80 A-class championship put away, but he still grabbed the holeshot in front of Jason Swift and Justis Lund. His lead was short-lived, though, as he hit the ground on lap two, handing the lead to Swift. Gerod Olivier jump from fourth to second on the same lap. With three laps to go, a rejuvenated Laddusaw slipped past Lund to take over third. Oliver fell victim to Laddusaw on the next lap. Laddusaw made a run at Swift, but Swift lived up to his name and took the checkered flag ahead of Laddusaw, Olivier and Lund.

The final race of the night and the season was the always-exciting Powder Puff contest. Kim Trende had narrowly won the heat race over Becky Reinke and a hard-charging Mindi Skiles. The main event started with an over-exuberant Jennifer Walters sending her Suzuki off without her, as it flipped wildly down the front stretch. The race was restarted due to several riders falling. Walters took the holeshot, over Kelly Thompson and Reinke. It only took Trende one lap to pass a group of six riders and slide into second. Reinke dropped to fifth. Skiles followed Trende to the front, taking third. Reinke fell back to eighth, found her rhythm and began heading for the front. After a bad start, Jen Beving was sixth at the end of the second lap, but she moved to fourth, behind Skiles, on the third lap. On the fourth lap, Trende found a way around Walters and took over first. As Trende lengthened her lead, Walters, Skiles, Beving and Reinke bunched up. Walters held on to second. Beving passed Skiles on the last lap to steal third place at the line. Skiles finished fourth, with Reinke fifth.

Results

MINI 50: 1. Alex Jorgensen (Hon); 2. Luke Lambrecht (Suz); 3. Derik Laddusaw (Kaw); 4. Ryan Robbins (KTM); 5. Brady Reinke (Hon).
MINI 60: 1. Jacob Ahl (Kaw); 2. Alex Jorgensen (Cob); 3. Jesse Frost (Kaw); 4. Seth Lalley (Kaw); 5. Koleby Harshfield (Kaw).
MINI 80 A: 1. Jason Swift (Hon); 2. Nick Laddusaw (Yam); 3. Gerod Olivier (Kaw); 4. Justis Lund (Yam); 5. Jacob Ahl (Kaw).
MINI 80 B: 1. Derik Laddusaw (Kaw); 2. Cody Powell (Kaw); 3. Jesse Frost (Kaw); 4. Colton Trende (Kaw); 5. Koleby Harshfield (Kaw).
SM ENG: 1. Rick Dougherty (Hon); 2. Nick Laddusaw (Yam); 3. Tom Kvernes (Hon); 4. Justis Lund (Yam); 5. Danielle Beving (Kaw).
250 A: 1. Mike Robbins (Kaw); 2. Scott Geraets (Yam); 3. Trey Pfeifer (Hon); 4. Tom Kvernes (Hon); 5. Chris Buol (Yam).
OPEN A TT: 1. Todd Dougherty (Hon); 2. Mike Robbins (Kaw); 3. Dana Walters (Yam); 4. Scott Geraets (Yam); 5. Ashley Barbee (Kaw).
OPEN A: 1. Mike Lalley (Yam); 2. Roger Wasson (Kaw); 3. Tom Kvernes (Hon); 4. Chuck Beving (Hon); 5. Greg King (Yam).
250 PRO: 1. Dusty Faulds (Hon); 2. C.J. Beving (Hon); 3. Brad Letcher (Hon).
OPEN PRO TT: 1. Dusty Faulds (Hon); 2. C.J. Beving (Hon); 3. Mike Johnson (Yam); 4. Brad Letcher (Hon).
OPEN PRO: 1. Dusty Faulds (Hon); 2. Bob Anderson (Hon) 3. Pete Tapken (Hon); 4. Brad Letcher (Hon); 5. C.J. Beving (Hon).
PP: 1. Kim Trende (Kaw); 2. Jennifer Walters (Suz); 3. Jen Beving (Hon); 4. Mindi Skiles (Hon); 5. Becky Reinke (Kaw).

Gatorback Cycle Park

Farnell like lightnin' at Gatorback

By Kyle Myers

GAINESVILLE, FL, SEPT. 19

Kyle Farnell made his Pro-division debut a successful one, winning three out of four motos in the 125 and 250cc Pro classes at the 17th annual Florida State Motocross Championship Gold Cup Series opener at Gatorback Cycle Park. More than 525 riders competed on the redesigned course for Suzuki, Yamaha and Kawasaki contingencies.

When the gate dropped for the first 125cc Pro moto, BSY-backed Tyson Hadsell led the 10-rider field into turn one, with Billy Wood, Jarrett Tipping, Clint Shealy and Farnell following. Farnell slipped by Shealy on the opening lap to move into fourth, only to fall a few turns later. Hadsell opened up a three-second lead over Tipping. Farnell remounted in eighth and was quickly back into the top five and looking to advance to the front. With two laps to go, Farnell passed Shealy and then Tipping to move into the runner-up position. On the final lap, Farnell was two seconds behind Hadsell. Farnell, on his Performance Engineering/Thor/Enjoy RM, pulled out all the stops and passed Hadsell by the time the checkered flag came out. Another newcomer to the Pro class, Shealy, passed Tipping on the final lap to claim third, with Wood rounding out the top five.

In moto two, Hadsell again rocketed out of the gate to lead the charge into the first turn, with Tipping, Farnell, Wood and Shealy close behind. Farnell quickly moved by Tipping and set his sights on Hadsell, but a broken reed stopped his charge and ended his race. Tipping moved back into second. Tipping then pressured Hadsell for the lead when the white flag came out. Tipping passed Hadsell, only to be repassed as they entered the Gator Pit for the last time. Hadsell held on for the close win and the overall, with Tipping, Shealy, Wood and Forrest Butler rounding out the top five.

Farnell later returned to sweep both motos in the 250cc Pro contest, over Ronnie Renner and Jeremy Shuttleworth.

Team Green/Fox/Oakley-backed James Stewart was the top mini racer of the day, reeling off a four-moto sweep in the 80 (12-13) and Supermini divisions.

Eddie Ray also posted a four-moto sweep, taking wins in the Four-Stroke class and the highly competitive 16-24 class.

Troy Adams collected a chunk of Suzuki money by sweeping the 125cc Youth class, and he also posted a 2-1 tally to win the 125cc B division.

Results

P/W OIL-INJ: 1. Andrew Grayson (Yam); 2. Kalen Fitzpatrick (Yam); 3. Jason Coscia (Yam); 4. Kory Keylon (Yam); 5. Dakota Coscia (Yam).
P/W (4-6): 1. Tyler Moore (Cob); 2. Zac Freeberg (Cob); 3. Damon Walker (Lem); 4. Mike Mims (Yam); 5. Brad Bonds (Cob).
P/W (7-8): 1. Colton Maynard (Cob); 2. Ryan Lawhorn (Cob); 3. Chase Couture (Cob); 4. Robert Tiesler (Cob); 5. Derek Hall (Cob).
65 (7-9): 1. Ricky Renner (KTM); 2. Kyle Keylon (Kaw); 3. T.J. Rhonelli (Kaw); 4. Dean Dyess (Kaw); 5. Colton Maynard (Kaw).
65 (10-11): 1. Ian Millett (KTM); 2. Larry Partin (Kaw); 3. Aaron Lundy (Kaw); 4. Jeremiah Brighton (Kaw); 5. Joe LaFalce (Kaw).
85 (7-11): 1. Kyle Chisholm (Kaw); 2. Matt Boni (Kaw); 3. Chase Revell (Kaw); 4. Ian Millett (Yam); 5. Kyle Keylon (Kaw).
85 (12-13): 1. James Stewart (Kaw); 2. Ryan Warren (Kaw); 3. Clayton Arnold (Hon); 4. Jason Rosete (Kaw); 5. Matt Pedrero (Suz).
85 (14-15): 1. Don McGourty (Yam); 2. Nelson Tower (Hon); 3. Eric Stewart (Yam); 4. Nathan Ladner (Hon); 5. Justin Holstein (Hon).
S/MINI: 1. James Stewart (Kaw); 2. Don McGourty (Yam); 3. Kyle Chisholm (Kaw); 4. Zack Lundy (Yam); 5. Matt Boni (Kaw).
125 YTH: 1. Troy Adams (Suz); 2. Brian Gray (Yam); 3. Dan Truman (Suz); 4. Paul Perebijnos (Yam); 5. Augie Lieber (Yam).
125 A: 1. Jarrett Tipping (Suz); 2. Kyle Farnell (Suz); 3. Clint Shealy (Yam); 4. Tyson Hadsell (Yam); 5. Jason Peres (Suz).
125 B: 1. Troy Adams (Suz); 2. Tom Parsons (Yam); 3. Jarrett Lane (Yam); 4. Tim Bantle (Kaw); 5. Matt Johnson (Yam).
125 PRO: 1. Tyson Hadsell (Yam); 2. Jarrett Tipping (Suz); 3. Clint Shealy (Yam); 3. Billy Wood (Yam); 5. Dan Zullo (Yam).
250 A: 1. Ronnie Renner (Yam); 2. Tyson Hadsell (Yam); 3. Jarrett Tipping (Suz); 4. Mike Stevenson (Yam); 5. Jason Fink (Kaw).
250 B: 1. Ryan Davis (Kaw); 2. Lee Tatham (Yam); 3. Joe Snedegar (Suz); 4. Steve Dumond (Suz); 5. Tom Parsons.
250 C: 1. Jason Baker (Yam); 2. Jimmy Penski (Yam); 3. Mark Bazinet (Kaw); 4. Barry Cheesman (Suz); 5. Gary Emerson (Kaw).
250 PRO: 1. Kyle Farnell (Suz); 2. Ronnie Renner (Yam); 3. Jeremy Shuttleworth (Yam); 4. Chris Manning (Yam); 5. Tyson Hadsell (Yam).
16-24: 1. Eddie Ray (Yam); 2. Matt Johnson (Yam): 3. Ronnie Monk (Yam); 4. John Holmes (Hon); 5. Mike McGourty (Yam).
25+: 1. Chris Manning (Yam): 2. Lee Tatham (Yam); 3. Rudy Waller (Yam); 4. Ricky Hampshire (Kaw); 5. John Lundy (Suz).
30+: 1. Billy Woods (Yam); 2. John Lundy (Suz); 3. Mark Beamer (Suz); 4. Steve Dumond (Suz); 5. Brad Ruel (Yam).
35+: 1. Mark Beamer (Suz); 2. Billy Woods (Yam); 3. Sam Allen (Yam); 4. Mark Dye (Kaw); 5. Robert Tiesler (Hon).
40+: 1. Robert Britton (Kaw); 2. Drew Justice (Yam); 3. Mike Reilly (Yam); 4. Tom Fogg (Yam); 5. Tom Bragg (Yam).
50+: 1. Tom Bragg (Yam); 2. Tom Fogg (Yam); 3. Robert Godfrey (Kaw); 4. Dan Salvador (Hon); 5. Joe Crosby (Suz).
4-STRK: 1. Eddie Ray (Yam); 2. Jimmy Penski (Yam); 3. Bob Riedel (Yam); 4. Russ McAllister (Yam); 5. Derek Keyes (Yam).
WMN: 1. Jessica Patterson (Kaw); 2. Angie Keuntjes (Kaw); 3. Laurie Fitzpatrick (Yam); 4. Marissa Hampshire (Suz); 5. Patty Whitehouse (Suz).

County Line MX

Dickey collars the win

By Hugh Gatlin

PANAMA CITY, FL, OCT. 10

Wayne Dickey kept his Yamaha on two wheels when it counted and came out on top of a tough battle with Lee Williams and Jamison Mann for the win in the 125cc C class at County Line MX. Heavy rains just before the race forced the running of a one-moto, winner-take-all format.

Lee Williams put his Honda out front at the start of the 125cc C moto, with Dickey just behind. These two riders stayed close together and pulled away from the field. Then Dickey got out of shape on the fastest straightaway on the track and went down at speed. Mann moved into second, pressured Williams, and took the lead at the halfway point. Williams splashed his way back around Mann, only to go down in a soggy left-hander. Dickey recovered from his early-moto fall and worked past Mann and Williams for a hard-earned first-place trophy.

In 80cc combined racing, Ben Fleetwood pulled off an upset win. Heavy favorite Cole Boutwell took the holeshot and appeared to be in complete control of the treacherous conditions. With a quarter-lap lead, Boutwell had trouble on the far side of the track and went down on a double jump. Fleetwood capitalized on the Yamaha speedster's misfortune and rode his Honda past for the win.

As racing continued, track conditions began to worsen. Several streams crossed the straights, and berms were knee-deep with mud. There were bikes stuck on the track, and one was in the pond.

Of the six riders entered in the 250cc B class, only Keith Finch answered the call to the line. Finch made one lap around the track and was awarded the win. **CN**

Results

P/W (4-6): 1. Zack Bell (Yam); 2. Cole Casey (KTM).
P/W (7-9): 1. J.T. Taylor (Suz).
80 B: 1. Cole Boutwell (Yam).
80 C: 1. Ben Fleetwood (Hon).
80 D: 1. Clay Dalton (Kaw).
S/MINI: 1. Ben Fleetwood (Hon).
125 MNY: 1. Jordan Peeples (Yam); 2. Jon Sanders (Yam); 3. Jim Hamilton (Yam).
125 C 1. Wayne Dickey (Yam); 2. Lee Williams (Hon); 3. Andrew Kay (Suz); 4. Jamison Mann (Yam); 5. Jeremy Carroll (Yam).
125 D: 1. Stuart Dalton (Kaw); 2. Jonathan Wiley (Hon).
250 MNY 1. Kevin Knight (Hon); 2. Jeremy Brown (Kaw); 3. Lee Spann (Kaw).
250 B: 1. Keith Finch (Yam).
250 C: 1. Randy Bevis (Yam); 2. Michael Perkins (Kaw); 3. Michael Hare (Kaw).
250 D 1. Daniel Wiley (Yam); 2. Larry Gurganus (Suz); 3. Bill Nolan (Yam).
YTH (12-15): 1. Jamison Mann (Yam); 2. Andrew Kay (Suz); 3. Cole Boutwell (Yam); 4. Stuart Dalton (Kaw); 5. Clay Dalton (Kaw).
40+: 1. Ray Dean (Yam); 2. K.C. Henderson (Yam).
HBBY 1. Stephen Valencia (Suz); 2. Shaun Jones (Kaw).

ROAD RACING

FIM 500cc World Championship Road Racing Series
(After 16 of 16 rounds):

1. Alex Criville (Hon), Spain (267/7 wins)
2. Kenny Roberts Jr. (Suz), Modesto, CA (220/4 wins)
3. Tadayuki Okada (Hon), Japan (211/2 wins)
4. Max Biaggi (Yam), Italy (194/1 win)
5. Sete Gibernau (Hon), Spain (165)
6. Norick Abe (Yam), Japan (136/1 win)
7. Carlos Checa (Yam), Spain (125)
8. John Kocinski (Hon), Modesto, CA (115)
9. Alex Barros (Hon), Brazil (110)
10. Regis Laconi (Yam), France (104/1 win)

FIM 250cc World Championship Road Racing Series
(After 16 of 16 rounds):

1. Valentino Rossi (Apr), Italy (309/9 wins)
2. Tohru Ukawa (Hon), Japan (261/2 wins)
3. Loris Capirossi (Hon), Italy (209/3 wins)
4. Shinya Nakano (Yam), Japan (207/1 win)
5. Stefano Perugini (Hon), Italy (151)
6. Ralf Waldmann (Apr), Germany (131)
7. Olivier Jacque (Yam), France (122/1 win)
8. Franco Baitani (Apr), Italy (121)
9. Sebastien Porto (Yam), Italy (98)
10. Jeremy McWilliams (Apr), England (83)

JAMIE HACKING

FIM 125cc World Championship Road Racing Series
(After 16 of 16 rounds):

1. Emilio Alzamora (Hon), Spain (227/1 win)
2. Marco Melandri (Hon), Italy (226/1 win)
3. Masao Azuma (Hon), Japan (190/4 wins)
4. Roberto Locatelli (Apr), Italy (173/2 wins)
5. Noboru Ueda (Hon), Japan (171)
6. Gianluigi Scalvini (Apr), Italy (163/1 win)
7. Arnaud Vincent (Apr), France (155/1 win)
8. Simone Sanna (Hon), Italy (123)
9. Lucio Cecchinello (Hon), Italy (108)
10. Gino Borsoi (Apr), Italy (106)

FIM World Superbike Championship Series
(After 13 of 13 rounds):

1. Carl Fogarty (Duc), England (489/11 wins)
2. Colin Edwards II (Hon), Conroe, TX (361/5 wins)
   Troy Corser (Duc), Australia (361/3 wins)
4. Aaron Slight (Hon), New Zealand (323)
5. Akira Yanagawa (Kaw), Japan (308/1 win)
6. Pier-Francesco Chili (Suz), Italy (251/2 wins)
7. Noriyuki Haga (Yam), Japan (196/1 win)
8. Gregorio Lavilla (Yam), Spain (156)
9. Katsuaki Fujiwara (Suz), Japan (119)
10. Vittoriano Guareschi (Yam), Italy (99)

AMA MBNA Superbike Series
(After 13 of 13 rounds):

1. Mat Mladin (Suz), Australia (361/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA (351/1 win)
3. Anthony Gobert (Duc), Australia (315/5 wins)
4. Doug Chandler (Kaw), Salinas, CA (307/2 wins)
5. Larry Pegram (Duc), Baltimore, OH (283/1 win)
6. Jason Pridmore (Suz), Ventura, CA (243)
7. Eric Bostrom (Hon), Granada Hills, CA (237)
8. Aaron Yates (Kaw), Milledgeville, GA (234)
9. Jamie Hacking (Yam), Boiling Springs, SC (230)
10. Steve Crevier (Suz), Canada (220)

AMA Pro Honda Oils 600cc Supersport Series
(After 13 of 13 rounds):

1. Nicky Hayden (Hon), Owensboro, KY (372/5 wins)
2. Tommy Hayden (Yam), Owensboro, KY (364/3 wins)
3. Kurtis Roberts (Hon), Frederick, MD (300/1 win)
4. Jamie Hacking (Yam), Boiling Springs, SC (285/2 wins)
5. Aaron Yates (Kaw), Milledgeville, GA (267/1 win)
   Josh Hayes (Suz), Gulfport, MS (267)
7. Steve Crevier (Suz), Canada (262)
8. Steve Rapp (Suz), Lafayette, CA (236)
9. Eric Bostrom (Yam), Granada Hills, CA (226)
10. Jason Pridmore (Suz), Ventura, CA (221)

AMA Lockhart Phillips USA 750cc Supersport Series
(After 11 of 11 rounds):

1. Tom Kipp (Suz), Chardon, OH (344/6 wins)
2. Jake Zemke (Suz), Paso Robles, CA (288)
3. Jimmy Moore (Suz), Eugene, OR (274)
4. Grant Lopez (Suz), Chickasaw, AL (252/2 wins)
5. Mario DuHamel (Suz), Canada (247)
6. James Randolph (Suz), Santa Rosa, CA (234)
7. Jamie Bowman (Suz), Tequesta, FL (228)
8. Tommy Hayden (Yam), Owensboro, KY (214/1 win)
9. Brian Parriott (Hon), Calistoga, CA (186)
10. Richard Alexander Jr. (Suz), Carmel, NY (183)

AMA Mazda Trucks 250cc Grand Prix Series
(After 10 of 11 rounds):

1. Chuck Sorensen (Yam), San Jose, CA (308/6 wins)
2. Derek King (Hon), Charleston, SC (237/1 win)
3. Chris Ulrich (Yam), Lake Elsinore, CA (222)
4. Quenni King (Yam), Miami, FL (208)
5. Edward Sorbo (Yam), Redlands, CA (183)
6. Jeff Vos (Yam), Holland, MI (179)
7. John France (Hon), West Melbourne, FL (176)
8. Greg Esser (Yam), Pompano Beach, FL (173)
9. Rolando Quintero (Hon), Los Angeles, CA (169)
10. Bruce Lind (Yam), Snohomish, WA (136)

AMA Sunoco Race Fuels Formula Xtreme Series
(After 12 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD (298/3 wins)
2. Nicky Hayden (Hon), Owensboro, KY (280/6 wins)
3. Josh Hayes (Suz), Gulfport, MS (253)
4. Mark Miller (Yam), Long Beach, CA (241)
5. Grant Lopez (Suz), Mobile, AL (231)
6. Rad Greaves (Suz), Ann Arbor, MI (165)
7. Steve Grigg (Kaw), Asheville, NC (162)
8. Clint Brotz (Yam), Sheboygan, WI (148)
9. Takahito Mori (Yam), Lewisville, TX (140)
10. Paul Harrell (Yam), Canyon Country, CA (133)

AMA Progressive Insurance Pro Thunder Series
(After 11 of 11 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI (319)
2. Shawn Higbee (Bue), Waterford, WI (286/3 wins)
3. Tom Hull (Duc), Mesa, AZ (244)
4. Bill St. John (Duc), Cullman, AL (237)
5. Cory Call (Duc), Sacramento, CA (231/1 win)
   Jeffrey Nash (Duc), Mansfield, TX (231)
7. Billy Graef (Bue), Sheboygan, WI (208)
8. James Lickwar (Tri), San Francisco, CA (185)
9. Richie Morris (Bue), Daytona Beach, FL (160)
10. Michael Gage (Tri), Baldwin Place, NY (153)

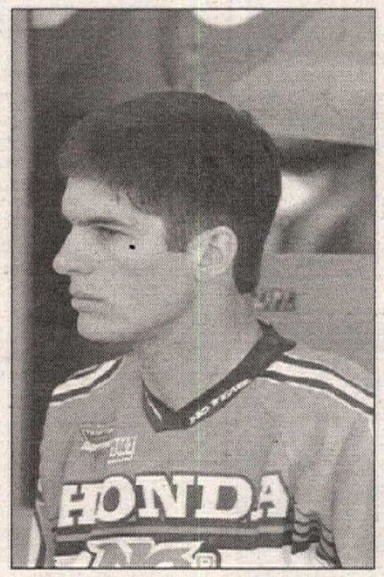
MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series
(After 12 of 12 rounds):

1. Greg Albertyn (Suz), South Africa (477/3 wins)
2. Kevin Windham (Hon), Ethel, LA (448/4 wins)
3. Mike LaRocco (Hon), South Bend, IN (406/1 win)
4. Ezra Lusk (Hon), Bainbridge, GA (347/1 win)
5. Jimmy Button (Yam), Lake Elsinore, CA (328/1 win)
6. Doug Henry (Yam), Oxford, CT (314/1 win)
7. John Dowd (Yam), Chicopee, MA (298)
8. Larry Ward (Suz), Florence, SC (296)
9. Robbie Reynard (Suz), Norman, OK (274)
10. Tim Ferry (Yam), Largo, FL (264)

AMA Mazda Trucks 125cc National Motocross Series
(After 12 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (549/9 wins)
2. Brock Sellards (Hon), New Philadelphia, OH (396/1 win)
3. Tallon Vohland (Hon), Citrus Heights, CA (390/1 win)
4. Nick Wey (Kaw), Dewitt, MI (328/1 win)
5. Nathan Ramsey (Kaw), Corona, CA (280)
6. Stephane Roncada (Yam), Menifee, CA (270)
7. Michael Brandes (Suz), Quail Valley, CA (249)
8. Ernesto Fonseca (Yam), Costa Rica (246)
9. Casey Johnson (Yam), Murrieta, CA (231)
10. Casey Lytle (Yam), Santa Clarita, CA (211)



KEVIN WINDHAM

Toyota Truck/Thor/Parts Unlimited AMA Supercross Series
(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA (356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN (267)
4. Mickael Pichon (Hon), France (244)
5. Larry Ward (Suz), Florence, SC (240/1 win)
6. Damon Huffman (Kaw), Acton, CA (203)
7. Kevin Windham (Hon), Baton Rouge, LA (166/2 wins)
8. Tim Ferry (Yam), Largo, FL (162)
   Greg Albertyn (Suz), South Africa (162)
10. Robbie Reynard (Suz), Norman, OK (155)

AMA Western Regional 125cc Supercross Series
(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA (170/5 wins)
2. Casey Lytle (Yam), Saugus, CA (164)
3. Isaiah Johnson (Yam), Albuquerque, NM (112)
4. David Pingree (Suz), Menifee, CA (104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (103)
6. Ryan Clark (Kaw), Albuquerque, NM (100)
7. Casey Johnson (Yam), Murrieta, CA (94/2 wins)
   Greg Schnell (Yam), Rancho Cucamonga, CA (94)
9. Travis Preston (Suz), Hesperia, CA (80)
10. Erick Vallejo (Kaw), Mexico (78)

AMA Eastern Regional 125cc Supercross Series
(After 7 of 7 rounds):

1. Ernesto Fonseca (Yam), Costa Rica (172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI (119)
3. Robbie Horton (Hon), Blountville, TN (103)
4. Brock Sellards (Hon), New Philadelphia, OH (98/1 win)
5. Danny Smith (Hon), Eagle, ID (88)
6. Jim Neese (Yam), Greensboro, NC (79)
7. Jiri Dostal (Suz), Quail Valley, CA (77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH (73)
9. Jason Thomas (Yam), Melrose, FL (67)
10. Kelly Smith (KTM), Ludington, MI (66)

FIM 125cc World Championship Series
(After 12 of 13 rounds):

1. Alessio Chiodi (Hus), Italy (375/7 wins)
2. Claudio Federici (Yam), Italy (342/2 wins)
3. Mike Brown (Hon), Piney Flats, TN (234)
4. James Dobb (Suz), Great Britain (187)
5. Thomas Traversini (Hus), Italy (184)
6. Steve Ramon (Kaw), Belgium (166)
7. Patrick Caps (Hon), Belgium (155)
8. Jeff Dement (Hon), Spring, TX (127)
9. Grant Langston (KTM), Russia (113/1 win)
10. Luigi Seguy (Hon), France (98)

FIM 250cc World Championship Series
(After 16 of 16 rounds):

1. Frederic Bolley (Hon), France (442/4 wins)
2. Pit Beirer (Kaw), Germany (424/2 wins)
3. David Vullemin (Yam), France (379/1 win)
4. Ryan Hughes (Hon), Temecula, CA (375)
5. Marnicq Bervoets (Kaw), Germany (278/3 wins)
6. Mickael Maschio (Yam), France (265)
7. Joshua Coppins (Suz), New Zealand (257)
8. Leon Geisbers (Suz), Holland (188)
9. Remy Van Rees (Kaw), Netherlands (164)
10. Alessandro Belometti (Yam), Italy (124)

FIM 500cc World Championship Series
(After 11 of 13 rounds):

1. Andrea Bartolini (Yam), Italy (316/2 wins)
2. Peter Johansson (KTM), Sweden (257/2 wins)
3. Yves Demaria (Hus), France (219/1 win)
4. Joel Smets (Hbg), Belgium (215/3 wins)
5. Alessandro Puzar (Yam), Italy (173)
6. Francisco Garcia Vico (Yam), Spain (166)
7. Shayne King (KTM), New Zealand (164)
8. Miska Altonen (Yam), Finland (153)
9. Chris Burnham (Hon), England (121)
10. Trampas Parker (KTM), USA (118)

DIRT TRACK

AMA Grand National Dirt Track Series
(After 19 of 19 rounds):

1. Chris Carr (H-D), Fleetwood, PA (329/5 wins)
2. Rich King (H-D), Dysart, IA (264/4 wins)
3. Will Davis (H-D), Goldsboro, NC (223/3 wins)
4. Scott Parker (H-D), Swartz Creek, MI (218/2 wins)
5. Joe Kopp (H-D), Mica, WA (184/1 win)
6. Bryan Bigelow (H-D), Au Gres, MI (179)
7. Jay Springsteen (H-D), Lapeer, MI (171/1 win)
8. George Roeder II (H-D), Monroeville, OH (166)
9. Nicky Hayden (H-D), Owensboro, KY (149/1 win)
10. Steve Morehead (H-D), Findlay, OH (125)

AMA SuperTrapp SuperTracker Series
(After 10 of 10 rounds):

1. Joe Kopp (Suz), Mica, WA (162/5 wins)
2. Steve Morehead (Suz), Findlay, OH (152/2 wins)
3. J.R. Schnabel (Suz), West Bend, WI (138/2 wins)
4. Mike Hacker (H-D), Prince George, VA (75)
5. Robert Miller (Suz), New Holland, PA (74)
6. Brett Landes (Duc), Los Gatos, CA (73)
7. Roy Miller (H-D), New Holland, PA (70)
8. Gary Rogers (H-D), San Jose, CA (67)
9. Robert Buffington (Suz), Prairie Du Chien, WI (66)
10. Brian Kromroy (Bue), Madison, WI (65)

GARY ROGERS

AMA Harley-Davidson Sportster Performance Series
(After 15 of 15 rounds):

1. Willie McCoy, Richardson, TX (217/4 wins)
2. Shaun Russell, San Jose, CA (214/3 wins)
3. Billy Martin, Stockton, CA (162/1 win)
4. Gary Rogers, San Jose, CA (147/2 wins)
5. Robert Miller, New Holland, PA (118)
6. Paul Bergstrom, San Mateo, CA (98)
7. James Hart, Sandoval, IL (91)
8. Jess Roeder, Monroeville, OH (90/2 wins)
9. Yuhiko Hirao, Japan (75)
10. Michelle DiSalvo, Waterford, CA (74)

TIM STAAB

OFF ROAD

AMA National Championship Hare Scrambles Series
(After 9 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (198/3 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (167/2 wins)
3. Patrick Garrahan (KTM) Boulder Creek, CA (97)
4. Shane Watts (KTM), Australia (85/2 wins)
5. Scott D. McLaughlin (Yam), Sedro Woolley, WA (80)
6. Erik Kohler (Yam), Sacramento, CA (68)
7. Michael Lafferty (KTM), Millville, NJ (57/1 win)
8. Fred Andrews (Kaw), Salem, OH (55/1 win)
9. Eric Ducray (Yam), Sacramento, CA (53)
10. Craig Wesner (Kaw), Windsor, CA (50)

AMA Acerbis National Enduro Series
(After 15 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA (317/4 wins)
2. Michael Lafferty (KTM), Millville, NJ (307/4 wins)
3. Randy Hawkins (Yam), Travelers Rest, SC (208)
4. Destry Abbott (Kaw), Peoria, AZ (171)
5. Brian Garrahan (KTM), Boulder Creek, CA (126)
6. David Lykke (Yam), Bellingham, WA (121)
7. Fred Andrews (Kaw), Salem, OH (106/1 win)
8. Matt Stavish (Hon), Blaine, MN (96)
9. Russell Pearson (KTM), Las Vegas, NV (94)
10. Doug Blackwell (Yam), Parkersburg, WV (91/1 win)

AMA Grand National Cross Country Series
(After 13 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (175/4 wins)
2. Fred Andrews (Kaw), Salem, OH (165/2 wins)
3. Steve Hatch (Suz), Phoenix, AZ (160)
4. Shane Watts (KTM), Australia (139/6 wins)
   Barry Hawk Jr. (Yam), Uniontown, PA (139)
6. Michael Lafferty (KTM), Millville, NJ (138)
7. Paul Edmondson (Suz), England (137)
8. Doug Blackwell (Yam), Parkersburg, WV (122)
9. Robbie Jenks (Yam) (114)
10. Joel Dengler (Suz), NJ (109)

AMA National Championship Hare & Hound Series
(After 7 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID (182/3 wins)
2. Destry Abbott (Kaw), Peoria, AZ (136/3 wins)
3. Ty Davis (Yam), Hesperia, CA (112/1 win)
4. Russell Pearson (Yam), Las Vegas, NV (79)
5. Shane Esposito (Kaw), Reno, NV (74)
6. Dan Richardson (Kaw), Fountain Valley, CA (72)
7. Oakley Lehman (Kaw), Sunland, CA (64)
8. Taber Murphy (Hon), Chelan, WA (58)
9. Steve Hengeveld (Kaw), Oak Hills, CA (56)
10. Abe Baumann (Kaw), Garden Grove, CA (54)

AMA National Championship Observed Trials Series
(After 9 of 11 rounds):

1. Tommi Ahavia (G-G), Kansas City, MO (210/7 wins)
   Geoff Aaron (Bet), Alpine, CA (210)
3. Raymond Peters (G-G), Beaver Dams, NY (202/2 wins)
4. Ryon Bell (Mon), Canada (188)
5. Travis Fox (G-G), Montoursville, PA (123)
6. Dennis Sweeten (Mon), Oregon City, OR (110)
7. Dan Johnson (Bul), Canada (105)
8. Chris Bardell (G-G), Millertown, PA (93)
9. Lonney Hallsted (G-G), Vancouver, WA (29)

INDOOR RACES

AMA AMERICAN MOTORCYCLIST ASSOCIATION

PRO-AM FLAT TRACK

TEXAS AMA FLAT TRACK SERIES

Nov. 20th - McKinney, Tex
Dec. 18th - McKinney, Tex
Feb. 5th - Glen Rose, Tex
Feb. 6th - Glen Rose, Tex

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What's happening? Cycle News Calendar.

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

WORLD CHAMPIONSHIP EVENTS

2000 FIM World Championship Road Race Series

3/19 Welkom, South Africa, Rnd 1
4/2 Buenos Aires, Argentina, Rnd 2
4/9 Suzuka, Japan, Rnd 3
4/30 Jerez, Spain, Rnd 4
5/14 Le Mans, France, Rnd 5
5/28 Mugello, Italy, Rnd 6
6/11 Catalunya, Spain, Rnd 7
6/24 Assen, Holland, Rnd 8
7/9 Donington Park, England, Rnd 9
7/23 Sachsenring, Germany, Rnd 10
8/20 Brno, Czech Republic, Rnd 11
9/3 Estoril, Portugal, Rnd 12
9/17 Valencia, Spain, Rnd 13
10/7 Rio de Janeiro, Brazil, Rnd 14
10/15 Twin Ring Motegi, Japan, Rnd 15
10/29 Phillip Island, Australia, Rnd 16

2000 FIM World Championship Superbike Series

3/12 Valencia, Spain, Rnd 1
4/2 Kyalami, South Africa, Rnd 2
4/23 Phillip Island, Australia, Rnd 3
4/30 Sugo, Japan, Rnd 4
5/14 Donington Park, England, Rnd 5
5/21 Monza, Italy, Rnd 6
6/4 Hockenheim, Germany, Rnd 7
6/18 Misano, Italy, Rnd 8
7/9 Laguna Seca, California, Rnd 9
8/6 Brands Hatch, England, Rnd 10
8/27 TBA, Rnd 11
9/3 Assen, Holland, Rnd 12
9/10 Oschersleben, Germany, Rnd 13
10/15 Imola, Italy, Rnd 14

2000 FIM World Championship 125cc Motocross Series

3/26 Bellpuig, Spain, Rnd 1
4/2 Plomion, France, Rnd 2
4/9 Valkenswaard, Netherlands, Rnd 3
4/30 Indaiatuba, Brazil, Rnd 4
5/14 Mladina, Croacia, Rnd 5
5/28 Foxhill, Great Brit., Rnd 6
6/4 Spa-Francorchamps, Belgium, Rnd 7
6/11 Borgo Magglore, San Marino, Rnd 8
6/25 San Severino Marche, Italy, Rnd 9
7/2 Orehova Vas, Slovakia, Rnd 10
7/9 Launsdorf, Austria, Rnd 11
7/30 Grobbendonk, Belgium, Rnd 12
8/6 Berghem, Netherlands, Rnd 13
8/13 Folkendange, Luxemburg, Rnd 14
8/27 Heinola, Finland, Rnd 15
9/3 Gaildorf, Germany, Rnd 16

2000 FIM World Championship 250cc Motocross Series

3/19 Talavera, Spain, Rnd 1
3/26 Agueda, Portugal, Rnd 2
4/9 Valkenswaard, Netherlands, Rnd 3
4/30 Mantova, Italy, Rnd 4
5/14 Loket, Czech Republic, Rnd 5
5/28 Foxhill, Great Britain, Rnd 6
6/4 Spa-Francorchamps, Belgium, Rnd 7
6/11 Brou, France, Rnd 8
6/25 Teutschenthal, Germany, Rnd 9
7/2 Kester, Belgium, Rnd 10
7/16 Belo Horizonte, Brazil, Rnd 11
7/30 Grobbendonk, Belgium, Rnd 12
8/6 Goynia, Poland, Rnd 13
8/13 Folkendange, Luxemburg, Rnd 14
8/27 Lucenec, Slovakia, Rnd 15
9/3 TBA, Rnd 16

2000 FIM World Championship 500cc Motocross Series

3/19 Broadford, Austria, Rnd 1
4/2 Castiglione del Lago, Italy, Rnd 2
4/9 Valkenswaard, Netherlands, Rnd 3
4/23 Osuna, Spain, Rnd 4
5/14 Schwanenstadt, Austria, Rnd 5
5/28 Foxhill, Great Britain, Rnd 6
6/4 Spa-Francorchamp, Belgium, Rnd 7
6/11 Tibro, Sweden, Rnd 8
6/25 Iffendic, France, Rnd 9
7/9 Culham, Great Britain, Rnd 10
7/16 Forstlich Drehna, Germany, Rnd 11
7/30 Grobbendonk, Belgium, Rnd 12
8/6 Namur, Belgium, Rnd 13
8/13 Folkendange, Luxemburg, Rnd 14
8/27 Halle, Netherlands, Rnd 15
9/3 Glogow, Poland, Rnd 16

2000 FIM Motocross des Nations

9/10 St. Jean d'Angely, France

2000 FIM World Championship Supercross Series

10/7 TBA
10/28 TBA, France
11/4 Brasilia, Brazil
11/18 TBA, United States
11/25 Leipzig, Germany

2000 FIM World Championship Enduro Series

6/6-7 Sernano, Italy, Rnd 1
6/13-14 Villefranche de Rouergue, France, Rnd 2
6/17-18 Hameenlinna, Finland, Rnd 3
7/15-16 Straz Pod Ralskem, Czech Republic, Rnd 4

2000 FIM World Championship Trials Series

3/18-19 Cordoba, Spain, Rnd 1
3/25-26 Pacos de Ferreira, Portugal, Rnd 2
4/8-9 Mons, Belgium, Rnd 3
4/15-16 Hawkstone Park, Great Britain, Rnd 4
5/20-21 Nepomuk, Czech Republic, Rnd 5
5/27-28 Gefrees, Germany, Rnd 6
6/10-11 Twin Ring Motegi, Japan, Rnd 7
6/24-25 Valdeblore, France, Rnd 8
7/1-2 Pila, Italy, Rnd 9
9/2-3 Sant Julia, Andora, Rnd 10

2000 FIM Trials des Nations

9/9-10 Sera, Spain

2000 FIM World Individual Speedway Championship

4/30 Terenzano, Italy, Rnd 1
5/14 Pfaffenhofen, Germany, Rnd 2
5/14 Krsko, Slovakia, Rnd 3
6/18 Poole, Great Britain, Rnd 4
6/18 Elgane, Norway, Rnd 5
6/22 Gdansk, Poland, Rnd 6
6/22 Olching, Germany, Rnd 7
7/8 Lonigo, Italy, Rnd 8
8/13 Holsted, Denmark, Rnd 9
10/8 Abensberg, Germany, Rnd 10

NATIONAL CHAMPIONSHIP EVENTS

2000 AMA National Road Racing Series

3/8-12 Daytona Beach, FL, Rnd 1
4/28-30 Rosamond, CA, Rnd 2
5/5-7 Sonoma, CA, Rnd 3
6/2-4 Braselton, GA, Rnd 4
6/9-11 Elkhart Lake, WI, Rnd 5
6/16-18 Loudon, NH, Rnd 6
7/6-9 Monterey, CA, Rnd 7
7/14-16 Lexington, OH, Rnd 8
7/28-30 Brainerd, MN, Rnd 9
8/11-13 Fountain, CO, Rnd 10

2000 AMA EA Sports Supercross Series

1/8 Anaheim, CA, Rnd 1
1/15 Anaheim, CA, Rnd 2
1/22 San Diego, CA, Rnd 3
1/29 Phoenix, AZ, Rnd 4
2/5 Houston, TX, Rnd 5
2/12 Indianapolis, IN, Rnd 6
2/19 Pontiac, MI, Rnd 7
2/26 Atlanta, GA, Rnd 8
3/11 Daytona, FL, Rnd 9
3/18 St. Louis, MO, Rnd 10
3/25 Minneapolis, MN, Rnd 11
4/1 Pontiac, MI, Rnd 12
4/8 Irving, TX, Rnd 13
4/15 New Orleans, LA, Rnd 14
4/29 Joliet, IL, Rnd 15
5/6 Las Vegas, NV, Rnd 16

2000 AMA National MX Series

5/14 San Bernardino, CA, Rnd 1
5/21 Sacramento, CA, Rnd 2
5/28 Mt. Morris, PA, Rnd 3
6/11 Southwick, MA, Rnd 4
6/18 Budds Creek, MD, Rnd 5
7/2 Buchanan, MI, Rnd 6
7/16 New Berlin, NY, Rnd 7
7/23 Troy, OH, Rnd 8
7/30 Washougal, WA, Rnd 9
8/13 Millville, MN, Rnd 10
8/27 Binghamton, NY, Rnd 11
9/3 Delmont, PA, Rnd 12

2000 Acerbis National Enduro Series

2/13 Coalinga, CA, Rnd 1
2/27 Lake Pleasant, AZ, Rnd 2
3/19 Greensboro, GA, Rnd 3
4/9 Belleplain, NJ, Rnd 4
5/27-28 McArthur, OH, Rnd 5
6/3-4 Idaho City, ID, Rnd 6
6/11 Wellston, OH, Rnd 7
6/25 W. Greenwich, RI, Rnd 8
9/17 Wolverine, MI, Rnd 9

2000 National C'ship Hare Scrambles Series

2/6 Hollister, CA, Rnd 1
2/20 Wilseyville, CA, Rnd 2
4/16 Hurricane Mills, TN, Rnd 3
5/7 Good Springs, PA, Rnd 4
5/20 Mitchell City, OR, Rnd 5
7/16 Kahoka, MO, Rnd 6
9/10 Jacksonville, OH, Rnd 7
10/1 Lynnville, IN, Rnd 8
10/15 Bloomingdale, MI, Rnd 9

2000 AMA National C'ship Hare & Hound Series

2/23 Lucerne Valley, CA
3/26 Lucerne Valley, CA
4/2 Murphy, ID
4/15 Delta, UT
4/30 Lucerne Valley, CA
5/13 Jericho, UT
9/23 Jackpot, NV
10/8 Lucerne Valley, CA
10/22 Lucerne Valley, CA

AHDRA 2000 National Event

1/TBA Myrtle Beach, SC
3/7-8 Bithlo, FL
3/25-26 Phoenix, AZ
4/22-23 Reynolds, GA
6/3-4 Norwalk, OH
6/17-18 Maple Grove, PA
6/24-25 Denver, CO
7/8-9 Seattle, WA
7/22-23 Budds Creek, MD
8/12-13 Bristol, TN
8/20 Englishtown, NJ
9/2-3 Woodburn, OR
9/16-17 Numidia, PA
10/7-8 Rockingham, NC
10/TBA Las Vegas, NV

AMA Acerbis National Enduro Series

10/31 Delaware City, DE, Rnd 14
Info: 614/856-1900

AMA Prostar National Drag Racing Series

11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

PACE Arenacross Series

11/5-7 Des Moines, IA
11/12-14 Albany, NY
11/19-21 Worcester, MA
12/3-5 Rockford, IL
1/7-9 Fort Worth, TX
1/14-16 Guthrie, OK
1/21-23 Baltimore, MD
1/28-30 Hampton, VA
2/4-6 Uniondale, NY
2/11-13 Milwaukee, WI
2/18-20 Denver, CO
2/25-27 Sacramento, CA
3/3-5 Salt Lake City, UT
3/10-12 San Jose, CA
3/17-19 Nampa, ID
3/24-26 Tacoma, WA
3/31-4/4 Reno, NV
Info: 817/246-7400 or www.arenacross.com

AMA/District 37 Grand Prix Big 6 Series

11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series

11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
11/26-27 L.A.-Barstow to Vegas
12/26 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Texas Championship Hare Scrambles Series

11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Georgia C'ship MX Series

11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA/District 34 Family MX Series

11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA/Suzuki Dual Sport Trail Ride Series

11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA U.S. Eastern Motocross Fall Series

11/7 Dillwyn, VA
Info: 804/724-4392

AMA Southern Dirt Track Series GFTL

11/13-14 Macon, GA
Info: 770/962-7888 or 770/339-3997

AMA Pro-Circuit Texas/ Oklahoma C'ship Series
11/13-14 Fort Worth, TX, Rnd 5
Info: 903/882-4215

AMA Pirelli, Moose, Parts Unlimited Mid South
Winter Hare Scrambles Series
11/7 Lynnville, IN
11/21 Hohenwald, TN
12/5 Fordsville, KY
12/12 Jonesboro, IL
1/9 Maplesville, AL
1/23 Mt. Pleasant, TN
2/6 New Johnsonville, TN
2/13 Van Leer, TN
3/12 Linton, KY
3/26 Charlotte, TN
Info: 615/859-0873

SERA Hare Scrambles Series
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Speed & Sport Vintage Motocross Series
11/7 Tulare, CA
Info: 715/842-9699

AHRMA National GP Series
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Northwest Regional Motocross Series
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional Motocross Series
11/14 Reddick, FL
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southwest Regional Motocross Series
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Vintage MX Series
11/7 Greenwood, MO
Info: 816/767-8641

EVO Sports Vintage MX Series
11/7 Tyler, TX
11/21 Beaumont, TX
12/5 Lake Jackson, TX
12/19 Houston, TX
Info: 281/265-1412

Mid-East Hare Scrambles Series
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

Mid-South Winter Hare Scrambles Series
11/7 Lynnville, IN
11/21 Hohenwald, TN
12/5 Fordsville, KY
12/12 Jonesboro, IL
1/9 Maplesville, AL
1/23 Mt. Pleasant, TN
2/6 New Johnsonville, TN
2/13 Van Leer, TN
3/12 Linton, KY
3/26 Charlotte, TN
Info: 615/859-0873

SETRA Championship Hare Scrambles Series
11/14 Bybee, TN, Rnd 5
11/28 Wedgefield, SC, Rnd 6
12/5 Washington, GA, Rnd 7
12/12 Hemingway, SC, Rnd 8
12/19 Union Point, GA, Rnd 9
1/8 Maplesville, AL, Rnd 10
2/5 Edgefield, SC, Rnd 11
2/12 Abbeville, SC, Rnd 12
2/19 Macon, GA, Rnd 13
2/26 Perry, GA, Rnd 14
3/12 Macon, GA, Rnd 15
3/26 Cross Anchor, SC, Rnd 16
4/2 Morganton, NC, Rnd 17
4/16 Hurricane Mills, TN, Rnd 18
4/30 Foreston, SC, Rnd 19
Info: 888/775-9377 or 770/707-0615

SETRA C'ship Enduro Series
11/7 Maplesville, AL, Rnd 6
1/15 Charleston, SC, Rnd 7
1/22 TBD, Rnd 8
1/29 Wedgefield, SC, Rnd 9
3/5 Pelion, SC, Rnd 10
3/9 Daytona Beach, FL, Rnd 11
3/19 Greensboro, GA, Rnd 12
4/9 Union Point, GA, Rnd 13
5/7 Olustee, FL, Rnd 14
5/28 Clanton, AL, Rnd 15
Info: 877/738-7211

Best In The Desert Racing Association Silver State Series
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

District 36 Northern California Enduro Series
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

District 36 Family Enduro Series
11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867

STRA Championship Series
11/6-7 Clermont, GA
12/4-5 Millerville, AL
Info: www.avana.net/~japi/stra/index.html

KORR Hare Scrambles Series
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Fall Motocross Series
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

O'Neal CMA C'ship Series
11/7 Dixon, CA, Rnd 2
11/13 Marysville, CA, Rnd 3
11/21 Rancho Cordova, CA, Rnd 4
11/28 Livermore, CA, Rnd 5
Info: 559/673-8080 or 415/587-8678

GNC Top Texan Series
11/21 Fort Worth, TX
Info: 214/351-9900 or www.gncmx.com

GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

Northwest Regional MX Series
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

La Playa MX Grand Prix Series
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or http://www.toomuchfun.com.mx

WERA National Endurance Road Race Series
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

NETRA C'ship Enduro Series
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
11/6 Winchendon, MA
Info: 860/875-5757

Rocky Mountain Enduro Circuit Series
11/14 Matador, TX
Info: 307/742-4136

Missouri-Illinois Trials Association
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc C'ship Road Race Series
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Galpin Ford Dual Sport Adventure Series
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge Bikes & ATV Series
11/21 Globe, AZ
Info: 602/971-3730

Trials Incorporated Championship Trials Series
11/6-7 TBA
Info: 937/299-1501

STTARS Super TT American Racing Series
Triple Crown National Championship
12/11 Bakersfield, CA
Northwest
11/13-14 Seattle, WA
Southwest
12/11 Bakersfield, CA
12/12 Buttonwillow, CA
Fall Stadium Series
12/11 Bakersfield, CA
Info: 949/768-4626 or www.supertt.com

USRA Desert Series
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or http://www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Southeastern U.S. Motorcycle Roadracing Championship
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing Championship
11/6-7 Buttonwillow, CA*
12/4-5 Chandler, AZ*
*double points
Info: 828/684-4297 or www.ccsracing.com

Southeastern Mini Roadracing Association Series
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track Championship Series
11/21 Temecula, CA
Info: 619/277-1591

Virginia Championship Hare Scrambles Series
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA Championship Hare Scrambles Series
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series
11/21 Belle Plain, NJ
Info: 717/865-0601

Unlimited Sports Florida Winter AM Series
1/1-2 Gainesville, FL
1/9 Reddick, FL
1/16 Ocala, FL
1/23 Dade City, FL
1/30 Gainesville, FL
Info: 904/935-6872

Unlimited Sports Winter National Olympics
11/22-27 Gainesville, FL
Info: 904/935-6872

AMX Grand Canyon State Championship Series
11/17 Cottonwood, AZ
11/21 Ocotillo, AZ
11/28 Wittman, AZ
Info: 623/815-1790
www.gohuge.com

AMP/GFI Gold Cup Octoberfest Series
11/7 Hollister, CA, Rnd 2
11/14 Livermore, CA, Rnd 3
11/21 Turlock, CA, Rnd 4
11/28 Hollister, CA, Rnd 5
Info: 209/656-9682

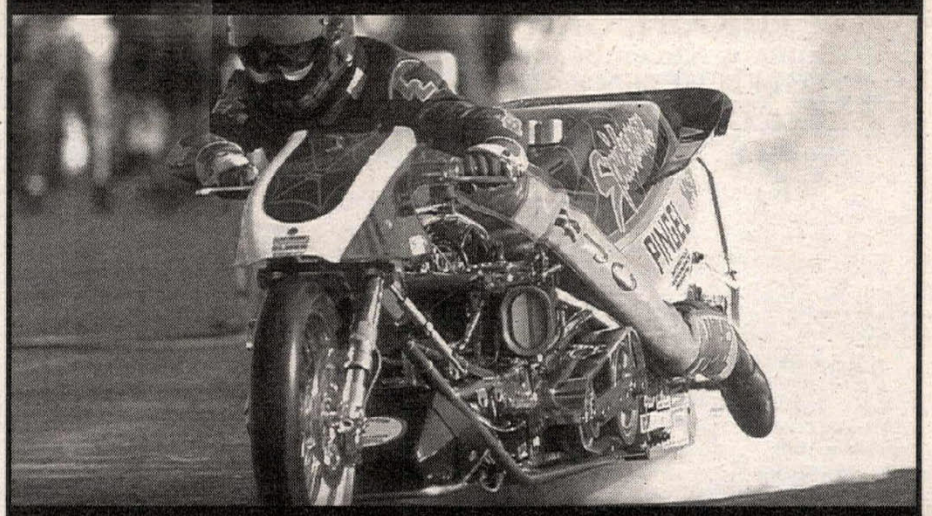
NOVEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

GRAB YOUR EARPLUGS...



AND HOLD ON TO YOUR BUTT!

AMA PROSTAR MAX Cycle Formula WORLD FINALS

NOVEMBER 12-14
Gainesville Raceway GAINESVILLE, FL

3 Day Event Schedule:
THURSDAY
Tech & Registration 1:00pm-5:00pm
FRIDAY
1st Rd. Pro Qualifying 11:00am
2nd Rd. Pro Qualifying 3:30pm
SATURDAY
3rd Rd. Pro Qualifying 11:30am
4th Rd. Pro Qualifying 3:00pm
SUNDAY
No Bike Started Before 9:00am
Opening Ceremony 11:00am
1st Rd. Pro Eliminations 11:30am

Stunt Show: TODD COLBERT MOTORCYCLE
General Admission:
ADULTS $20 each day; $35 two-day; $40 three-day
JUNIORS (2-10yrs) $5 each day
CHILDREN (under 2yrs) FREE with paid adult admission
AMA (members & groups of 10) $15 each day
FOR MORE INFORMATION:
Visit us on the web at:
www.amaprostar.com
or call
256/852.1101 (Prostar)
352/377.0046 (raceway)

STARWEST MOTOCROSS PARK PRESENTS the 5th ANNUAL
Over $3,500 AWARDED WEEKLY MAIN TRACK
Fall Contingency Series
West Coast Motorsports
Pomona Valley Kawasaki
Malcolm Smith Motorsports
1st: $100
2nd: $ 50
3rd: $ 25
PLUS 30% Trophies each week -100% Pro Payback
ALL CLASSES AS POSTED
7 TO MAKE A CLASS
Gates Open/Sign Up Starts @ 2:00 PM
Practice @ 5:00 PM - Racing @ 6:00 PM
NOV 6 - NOV 13 - NOV 20 - NOV 27 - DEC 4 - DEC 11
Contingencies from:
HONDA - KAWASAKI - SUZUKI - YAMAHA - KTM
PLUS TOYS "R" US
pee wee series on pee wee track
ALL NEW PEE WEE TRACK LAYOUT
TEN AGE & ABILITY CLASSES FOR PEE WEES
STARWEST IS LOCATED ON RAMONA EXPY 3 MI EAST OF I-215
AT LAKE PERRIS FAIRGROUNDS - PERRIS, CA
CALIFORNIA'S HOTTEST NIGHT TRACK
MORE INFO: (909) 657-8845 (909) 943-4535

GFI ELSINORE GRAND PRIX
November 13 - 14, 1999
The Legend Lives On...
Call GFI (909) 341-8002
GFI RACING

CRC
DHMA
ROUND FOUR OF THE 1999 SPONSORSHIP SERIES
BURGER KING

WILD TURKEY GRAND PRIX
Sunday, November 14, 1999
at GLEN HELEN RACEWAY

SCHEDULE OF RACES

8:00AM	Parade Lap	11:45AM	Parade Lap
8:15AM	125-250-500 Nov/Int/Pro	12:10PM	CRC Vets (+30)
		1:05PM	125-250-500 Beg. / 4-stroke Super Mini
9:10AM	Oldtimers MX		
10:05AM	80cc /Women	1:55PM	CRC Jr. Vets (+25) / Sr (+40) Vintage
11:00AM	60cc/Super PeeWee		
		2:45PM	Team Race

Pee Wee's will run on a **MODIFIED BIG TRACK**
Practice 8:15 AM / 1st Race 9:15 AM / 2nd Race 10:15 AM.

• EACH RACE CLASS 45 MINUTES
• 20% TROPHIES
• SUPERB FINISHER PINS

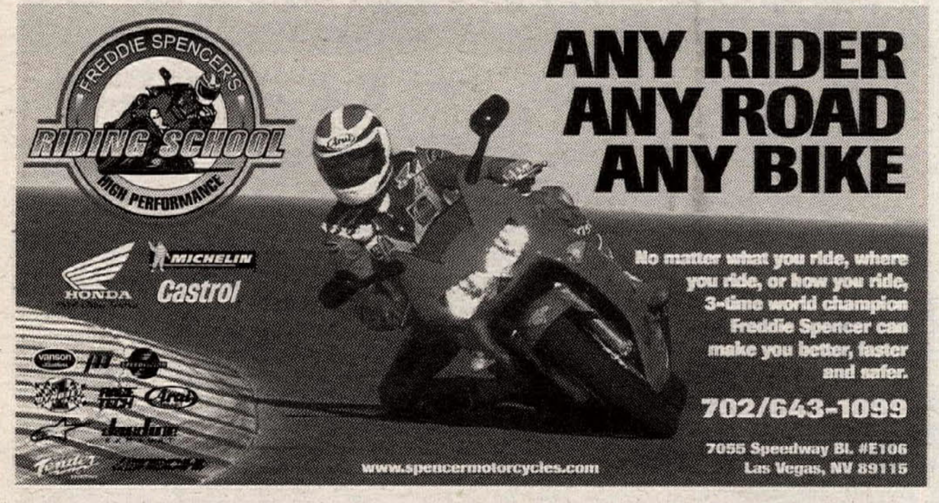
MAIL ENTRY	$25	POST ENTRY	$30
Non-Member	$30*	Non-Member	$35*

*Membership Not Required To Race · Points & Trophies to Members Only
No Post Entry Penalty for Second Class Entered

DOUBLE POINTS
CASH TO PROS

Mail Entry To:
CRC
37045 Ran Drive
Palmdale, CA 93550
www.netport.com/lacr-crc

FOR MORE INFORMATION CALL CRC AT (661) 272-8889



Straight from the track to you!
www. CYCLE NEWS .com

Toby Jorgensen Memorial
Stockton, California
1982-1999
Toby Jorgensen Memorial Sticker
$2.00 Donation per sticker
Minumum 5 stickers
Send check or money order paid to the order of Toby's father:
Kim Jorgensen
5031 E. Palmer Ave
Stockton, CA 95215
In Memory of
80Y
TOBY JORGENSEN
4" x 4" Memorial Sticker
flattracknews.com

99' HOLIDAY MX SERIES
LOTS OF COOL PRIZES!!! You must compete in 4 out of 5 events to be eligible for drawing and prizes!!
AT PERRIS Raceway
DON'T MISS OUT ON THE FUN!!!
PERRIS, CALIFORNIA
October 31st · November 7th
November 21st · December 5th
December 12th
Awards Presentation & Lunch on
December 18th after practice (8am-1pm)
Gates open @ 6:30am Practice @ 8:00am Racing @ 9:00am

Entry Fee:	Gate Fee:
Pro $35.00	Adults $10
Amateur $30.00	Kids 6-12 $5.00
Pee Wee $20.00	Kids Under 6 Free

Our Sponsors:
AC Racing, DC Shoes, Fox Racing, IMS Racing, Innovation Sports, www.JJonesMX.com, John Burr Cycles, John's Cycles, L.A. Sleeve, N-Style, Noleen Motorsports, PJ1 Oils, Pro Circuit Racing, www.Race-Tech.com, Schmidt Performance, Scott USA, www.TRPro.com, V.P.Racing and Zing!!!
* Warm up for the West Coast Youth National
Perris Raceway
1205 Burton Rd.
Perris, CA 92571
Racing@ZLTRacing.com
(909) 667-7441
www.ZLTRacing.com

STARWEST MOTOCROSS PARK
TWO TRACKS MAIN & PEE WEE
Sat. 11/6 Contingency Series MX
Sat. 11/13 Contingency Series MX
Practice @ 5pm / Races @ 6pm
TUES & THURS 4:30 - 9:30 PM MOTORCYCLES ONLY
PRACTICE
WED - 4:30 - 9:30 PM MINIS ONLY
PEE WEE TRACK OPEN DURING ALL SESSIONS
On RAMONA EXPY 3 miles east of I-215
At the LAKE PERRIS FAIR GROUNDS
"CALIFORNIA'S HOTTEST NIGHT TRACK"
INFO: 909-943-4535 OR 909-657-8845

What's happening? Cycle News Calendar.

CMMC MOTOCROSS
BARONA OAKS, CA
New Quad Classes for the 1999 Season
Sunday, November 14
November 20 & 21
(760) 752-8252 · www.baronaoaks.com

John Burr Cycles Presents
WEST COAST YOUTH NATIONAL
All Classes
November 13 & 14
ZLT Perris Raceway, Perris, CA
HEMME
(661) 942-6040

CLUB MOTO MOTOWEST RACING
Club Moto Practice: Tues/Thurs 4pm-10 pm · Sat/Sun 9am-5pm
Upcoming Race Events

Nov. 7	CMA MX	Argyll Park	Dixon, CA
Nov 21	CMA MX	Hollister Hills	Hollister, CA
Nov 28	CMA MX	Club Moto	Livermore, CA
Dec 12	CMA MX	Hollister Hills	Hollister, CA
Dec 19	MX	Hollister Hills	Hollister, CA

Call: (415) 587-8678 or (925) 443-6686

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Denotes Pro Payback

Nov 5-7

* IOWA ARENACROSS - PACE National Arenacross Series, Veterans Memorial Coliseum, Des Moines. Info: 817/246-7400 or www.arenacross.com.

Nov 6-7

CALIFORNIA GRAND PRIX - AMA, District 37, Prospectors MC, Hungry Valley SVRA, Gorman. Info: 562/421-0128 or www.district37ama.org.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Motel 6, Ridgecrest. Info: 818/348-8381 or www.district37ama.org.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TEXAS MOTOCROSS - NMA Fall Motocross Championships, night race. Info: 806/385-4577.

Sat, Nov 6

CALIFORNIA ENDURO - 53rd annual Cowbell Enduro, Hayward MC, Middle Creek Campground, Upper Lake. Info: 925/828-7518.

* CANADA ARENACROSS - Too Trick Racing, Canadian Arenacross Championships, Abbotsford B.C. Info: 604/852-0484.

* FLORIDA MOTOCROSS - West Florida MX Park, Milton. Info: 850/623-6038

GEORGIA SUPERCROSS/MOTOCROSS - Highway 106 Supercross/Motocross, Mega Motorsports of Toccoa, night race, Toccoa. Info: 706/886-5284.

* TEXAS MOTOCROSS - Village Creek Motocross Park, Shelby Road, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* WASHINGTON INDOOR SHORT TRACK - Kell Enterprises, Oakwood Arena, Roy. Info: 360/446-7992 or cak53@msn.com.

Sun, Nov 7

ALABAMA MOTOCROSS - Alabama State Championship Series, Ironman, Warrior. Info: 205/663-2512 or 205/647-9357.

* ALABAMA MOTOCROSS - Dixie Motocross Track, Ozark. Info: 334/774-4865 or www.dixiemotocross.com.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Nor-Cal Series, Motowest Racing, Argyll MX Park, Dixon. Info: 707/678-3592 or 415/587-8678.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Edwards AFB, Edward. Info: 661/272-8889.

CALIFORNIA MOTOCROSS - AMP/GFI Gold Cup Octoberfest Series, Rnd 2, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA HARE SCRAMBLES/CC - AMA District 36, Dirt Diggers North MC Inc. Prairie City SVRA, District 36 Cross Country Series, Rancho Cordova. Info: 800/Hangtown or 916/984-1167 or www.hangtownmx.com.

CALIFORNIA ENDURO - AMA, District 36, Training Wheels Family Enduro, CERA, Parker Flat Staging Area, Foresthill. Info: 510/796-5293.

* CALIFORNIA MOTOCROSS - CMA O'Neal Championship Series, King City 101 Bowl, Salinas Valley Fairgrounds, King City. Info: 831/385-0596 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Starwest, Moreno Valley. Info: 562/941-1515.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

* FLORIDA MOTOCROSS - AMA, Florida State Championship Series, Motocross of Marion County, Reddick. Info: 352/732-6697.

* GEORGIA MOTOCROSS - Georgia Championship, AMA, Rnd 12, Lazy River MX Ranch, Chatsworth. Info: 706/278-1620.

* INDIANA HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Lynnville. Info: 615/859-0873 or www.msws.org.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http:/members.aol.com/antietammcindex.htm.

MISSOURI MOTOCROSS - Buffalo MX, Fall Series, Rnd 2. Info: 417/345-6981.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 6, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - HLR Motorsports Park, AMA, District 18, Moberly. Info: 660/263-4296.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Swan MX, Tyler. Info: 281/265-1412.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jenll@flash.net.

WASHINGTON HARE SCRAMBLES - Eastern Washington Dirt Riders Association, Richland. Info: 509/582-6718 or 967-2404 or www.nwinfo.net/kawabike/ewdra.htm.

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Nov 12-14

* NEW YORK ARENACROSS - PACE National Arenacross Series, Pepsi Arena, Albany. Info: 817/246-7400 or www.arenacross.com.

Nov 13-14

* CALIFORNIA MOTOCROSS - West Coast Youth National, Perris Raceway, Perris. Info: 661/942-6040.

CALIFORNIA HARE SCRAMBLES - District 36, ACT, Sopiago Springs, Pioneer. Info: 530/672-3672.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

* TEXAS MOTOCROSS - Pro-Circuit, Texas/Oklahoma Regional Classic, AMA, Village Creek Motocross Park, Shelby Road, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

WASHINGTON SUPER TT - STTARS Super TT Series, Northwest Region, Seattle Int'l Raceway, Seattle. Info: 949/768-4626 or www.supertt.com.

Sat, Nov 13

* CALIFORNIA MOTOCROSS - CMC, Marysville MX, Riverfront Park, night race, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 4, Mini Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Series, Nor-Cal, Riverfront Park, Marysville. Info: 530/695-2727.

* CALIFORNIA MOTOCROSS - RS Racing, MX Fall Series, Madera Fairgrounds, Madera. Info: 559/661-0706.

GEORGIA OFFROAD RACE - Monroe Offroad Ranch, Monroe. Info: 770/267-7978.

* VIRGINIA FLAT-TRACK - Mid-Bay Raceway and Elliott Racing, Saluda. Info: 804/758-3906 or www.midbayraceway.com.

Sun, Nov 14

ALABAMA MOTOCROSS - Alabama State Championship Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

* ALABAMA MOTOCROSS - Hamp Griffin Suzuki Summer Series, Atmore MX Park, Atmore. Info: 334/368-6118 or danson@net1inc.net.

* ALABAMA MOTOCROSS - AMA, Alabama State Championship, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

* ARIZONA MOTOCROSS - AMX, Rnd 7, Grand Canyon State Championships, Verde Valley Motorplex, Cottonwood. Info: 520/639-0387.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Carnegie SVRA, Tracy. Info: 408/930-5293 or www.othg.com.

CALIFORNIA MOTOCROSS - Riverside Old Timers, Gorman. Info: 714/996-8327.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Malcolm Smith Motorsports, Glen Helen Raceway Park, San Bernardino. Info: 909/687-1300 or www.malcolmsmith.com.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, Wild Turkey GP, Glen Helen, San Bernardino. Info: 661/272-8889.

CALIFORNIA MOTOCROSS - AMP/GFI Gold Cup Octoberfest Series, Rnd 3, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - SSC MX/Thousand Oaks Winter Warm-Up Series, Hungry Valley SVRA, MX International Track, Gorman. Info: 661/294-0020 or www.sscmx.com.

CALIFORNIA MOTOCROSS - CMMC Motocross, Barona Oaks. Info: 760/752-8252 or www.baronaoaks.com.

CALIFORNIA ENDURO - Valley Climbers MC, Fouts Springs, Stoneyford. Info: 707/746-0316 or www.ama-d36.org.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Coastal Series, 101 Bowl MX Park, King City. Info: 831/385-0569 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Sunrise, Adelanto. Info: 562/941-1515.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

* FLORIDA MOTOCROSS - AMA, Florida State Championship Series, Dade City Raceway, Dade City. Info: 352/732-6697.

* FLORIDA MOTOCROSS - County Line MX Park, Fountian. Info: 850/769-9505 or 722-7616.

GEORGIA SUPERCROSS/MOTOCROSS - Highway 106 SX/MX, Mega Motorsports of Toccoa. Info: 706/886-5284.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS HARE SCRAMBLES - Green Acres MX, KORR Hare Scramble Series, Marion. Info: 316/382-2915.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Midwest Extreme Park, Merwin. Info: 660/267-3400.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

NEW YORK HARE SCRAMBLES - ECEA Championship Hare Scrambles, Tri-State Motorcycle Club, Lembo Lake. Info: 914/566-4956.

NEW YORK HARE SCRAMBLES - ECEA Championship Hare Scrambles, Tri-State Motorcycle Club, Lembo Lake, Modena. Info: 914/566-4956.

OHIO HARE SCRAMBLES - Turkey Run, Mansfield Motorcycle Club, Club Grounds, Mansfield. Info: 419/524-2554 or 589-2856.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com

TENNESSEE HARE SCRAMBLES - Setra Championship Hare Scrambles Series, Rnd 5, Volunteer Hare Scrambles, Bybee. Info: 888/775-9377 or 770/707-0615 or www.setra.org.

Wed, Nov 17

* NEVADA MOTOCROSS - Moto-X-West, Nevada Old Timers, Fernley International Raceway, Fernley. Info: 775/423-8226 or jaja@phonewave.net.

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

Nov 19-20

* MISSISSIPPI ARENACROSS - AMA, Checkered Flag Productions, Crossroads Arena, Corinth. Info: 940/683-4742 or cfpracing.com.

Nov 19-21

* MASSACHUSETTS ARENACROSS - PACE National Arenacross Series, Centrum, Worcester. Info: 817/246-7400 or www.arenacross.com.

TEXAS MOTORCYCLE SHOW - Team Powersports, Cycle World 2000 International Motorcycle Shows, Dallas Convention Center, Dallas. Info: 800/331-5706 or www.motorcycleshows.com.

Nov 20-21

CALIFORNIA MOTOCROSS - CMMC Motocross, Barona Oaks. Info: 760/752-8252 or www.baronaoaks.com.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

Sat, Nov 20

CALIFORNIA MOTORCYCLE SHOW AND SWAP MEET - Long Beach Cycle Show & Swap Meet, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - RS Racing, MX Fall Series, Madera Fairgrounds, Madera. Info: 559/661-0706.

* CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula Speedway, Temecula. Info: 858/277-1591.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 850/623-6038.

* FLORIDA DIRT TRACK - Oak Grove Motorsports Park, Baker. Info: 850/626-7442.

GEORGIA SUPERCROSS/ MOTOCROSS - Highway 106 SX/MX, Mega Motorsports of Toccoa. Info: 706/886-5284.

* GEORGIA SUPERCROSS - Outback Mitchell Run Supercross Track, Outback Range & Recreation Center, Hazlehurst. Info: 912/375-0765.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

* TEXAS INDOOR SHORT TRACK - Pro-Am Indoor Short Track, AMA, Checkered Flag Productions, Collin County Youth Park, McKinney. Info: 940/683-4742 or cfpracing.com.

* WASHINGTON INDOOR SHORT TRACK - Kell Enterprises, Oakwood Arena, Roy. Info: 360/446-7992 or cak53@msn.com.

Sun, Nov 21

* ALABAMA MOTOCROSS - Rocket City Raceway Inc., Alabama State Championship Series, Brownsboro. Info: 256/772-3075 or 461-4842.

* ALABAMA MOTOCROSS - Dixie Motocross Track, Ozark. Info: 334/774-4865 or www.dixiemotocross.com.

* ARIZONA MOTOCROSS - AMX, Rnd 8, Grand Canyon State Championships, Ocotillo Raceway, Eloy. Info: 520/743-7727.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Oatfield, Turlock. Info: 408/930-5293 or www.othg.com.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CALIFORNIA DUAL SPORT - 10th annual Dog Run, Team Dual Dogs, Dick Allen's Dealership, Newhall. Info: 818/701-1913.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Perris Raceway, Perris. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Series, Nor-Cal/Motowest Racing, Prairie City SVRA, Sacramento. Info: 916/782-8511.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Series, Coastal California, Motowest, Hollister Hills MX Track, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Norcal Winter MX Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

CALIFORNIA ENDURO - AMA, District 37, United Enduro Association, 1st event of a 2-enduro Series, The Y2K Enduro Series, Soggy Dry Lake, Lucerne Valley. Info: 949/859-1772 or www.district37ama.org.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, LACR. Info: 661/272-8889.

CALIFORNIA MOTOCROSS - AMP/GFI Gold Cup Octoberfest Series, Rnd 4, Oatfield Raceway, Turlock. Info: 209/656-9682.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

* GEORGIA MOTOCROSS - Silver Dollar MX Club, Reynolds. Info: 912/956-4478.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS HARE SCRAMBLES - Whoopmaster Jeeps, KORR Hare Scramble Series, Wichita. Info: 316/684-7400.

MISSOURI MOTOCROSS - Buffalo MX, Fall Series, Rnd 3. Info: 417/345-6981.

MISSOURI MOTOCROSS - Wide Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - X2, Grain Valley. Info: 816/331-6934.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Hohenwald. Info: 615/859-0873 or www.msws.org.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Bayou MX, Beaumont. Info: 281/265-1412.

* TEXAS TT - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jenli@flash.net.

* TEXAS MOTOCROSS - GNC Top Texan Series, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

Nov 22-23

SOUTH CAROLINA OPEN TRACK DAYS - Club PCS, Carolina Motorsports Park, Kershaw. Info: 904/253-3726 or www.pcsdaytona.com/clubpcs.

Mon, Nov 22

TENNESSEE MOTOCROSS - KTMXA, TNT MX Park, Milan. Info: 901/987-9633.

Nov 26-27

CALIFORNIA DUAL SPORT RIDE - AMA National, District 37, John Burr Cycles, Fontana. Info: 626/350-2101 or www.district37ama.org.

* CONNECTICUT ICE SPEEDWAY - World Cup Ice Speedway, Rnd 1, International Championship Events/ICE, New Haven Veterans Memorial Coliseum, New Haven. Info: 843/234-2777 or www.icespeedway.com.

* UTAH MOTOCROSS - St. George Motocross Club, ZMA, USRA, St. George Raceway, St. George. Info: 435/673-1956 or www.procyclesports.com.

Nov 26-28

CALIFORNIA MOTORCYCLE SHOW - Team Powersports, Cycle World 2000 International Motorcycle Shows, Long Beach Convention Center, Long Beach. Info: 800/331-5706 or www.motorcycleshows.com.

CALIFORNIA MOTOCROSS - CRC, Stunts Unlimited, A Day in the Dirt, LACR. Info: 661/272-8889.

Nov 27-28

* ARIZONA MOTOCROSS - AMX, Final Rounds, Grand Canyon State Championships, Speedworld, Wittman. Info: 623/815-1790.

SOUTH CAROLINA OPEN TRACK DAYS - Club PCS, Carolina Motorsports Park, Kershaw. Info: 904/253-3726 or www.pcsdaytona.com/clubpcs.

Sat, Nov 27

* CANADA ARENACROSS - Too Trick Racing, Canadian Arenacross Championships, Abbotsford B.C. Info: 604/852-0484.

* GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

Sun, Nov 28

ALABAMA MOTOCROSS - Alabama State Championship, Non-Series Promo Race, Atmore MX Park. Info: 334/368-6118.

* ALABAMA MOTOCROSS - Hamp Griffin Suzuki Summer Series, Atmore MX Park, Atmore. Info: 334/368-6118.

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

ARKANSAS HARE SCRAMBLES - Arkansas Hare Scrambles Series, Fort Smith. Info: ahscs@earthlink.net.

* ARKANSAS HARE SCRAMBLES/GP - JML Promotions Inc., Arkansas River Bottom Land, Fort Smith. Info: 501/649-7000 or jmlpromos@aol.com.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Series, Nor-Cal, Motowest Racing, Club-Moto, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - AMP/GFI Gold Cup Octoberfest Series, Rnd 5, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

* FLORIDA MOTOCROSS - County Line MX Park, Fountian. Info: 850/769-9505 or 722-7616.

GEORGIA SUPERCROSS/ MOTOCROSS - Highway 106 SX/MX, Mega Motorsports of Toccoa. Info: 706/886-5284.

ILLINOIS HARE SCRAMBLES - Charity Toys Team, Cahokia Creek Dirt Riders, White City. Info: 217/324-5069.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

MISSOURI MOTOCROSS - Buffalo MX, Toys For Tots. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

NEW JERSEY DUAL SPORT - ECEA, Meteor Motorcycle Club, Wharton State Forest, Batsto. Info: 856/435-5024 or ecea.org-meteor.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-2634 or 693-1031.

OHIO HARE SCRAMBLES - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

SOUTH CAROLINA HARE SCRAMBLES - Setra Championship Hare Scrambles Series, Rnd 6, Burnt Gin Hare Scrambles, Wedgefield. Info: 888/775-9377 or 770/707-0615 or www.setra.org.

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Dec 3-4

* SOUTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, Rnd 2, International Championship Events/ICE, North Charleston Coliseum, North Charleston. Info: 843/234-2777 or www.icespeedway.com.

Dec 3-5

COLORADO ARENACROSS - International Promotions Inc., National Western Complex, Denver. Info: 480/899-2222.

* ILLINOIS ARENACROSS - PACE National Arenacross Series, Metrocentre, Rockford. Info: 817/246-7400 or www.arenacross.com.

* MINNESOTA ARENACROSS - International Promotions Inc., Midwest Wireless Civic Center, Mankato. Info: 480/899-2222 or danielipi@aol.

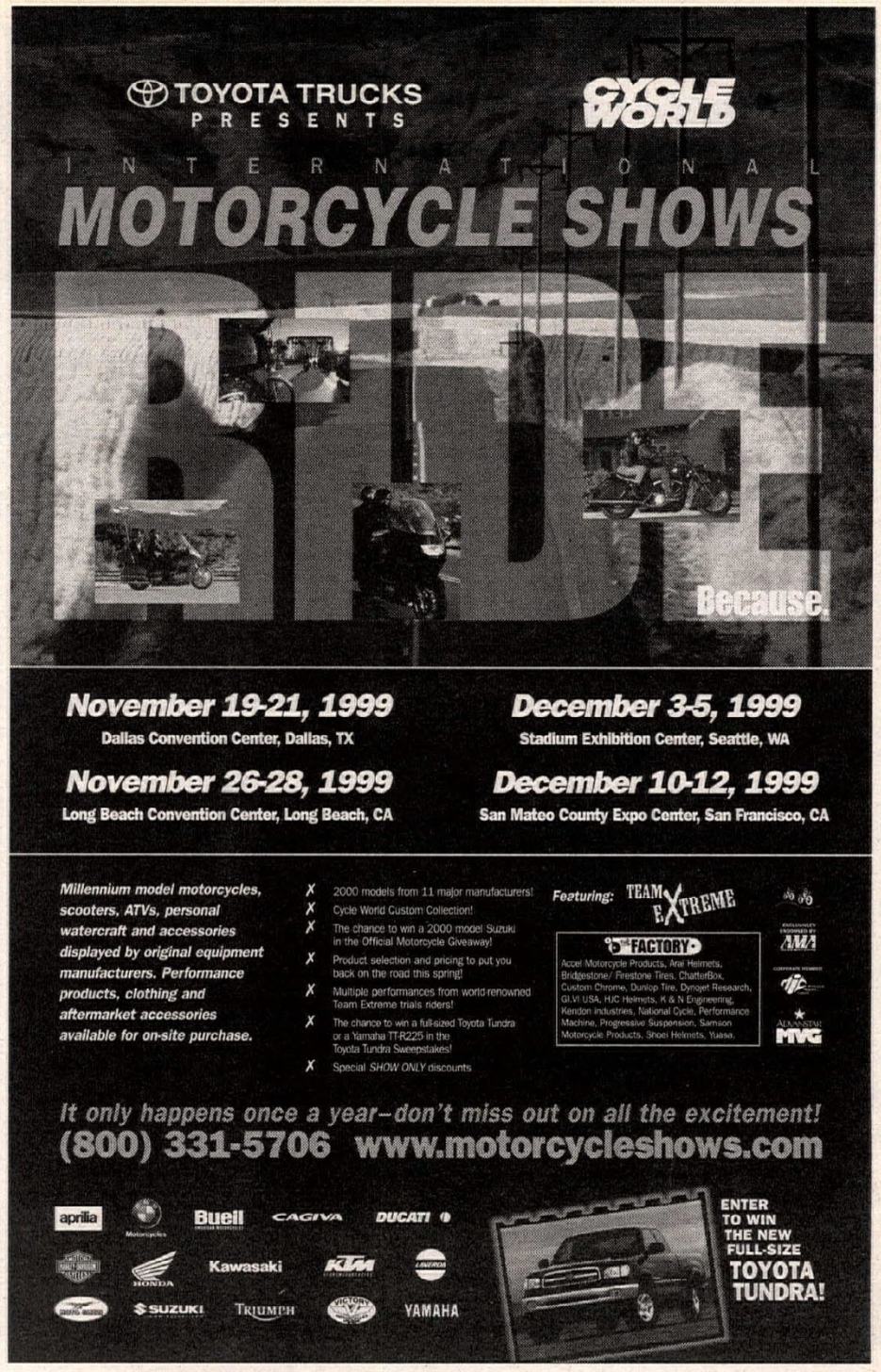
WASHINGTON MOTORCYCLE SHOW - Team Powersports, International Motorcycle Shows, Washington State Football Stadium & Exhibit Center, Seattle. Info: 907/696-8001.

Dec 4-5

* CALIFORNIA MOTOCROSS - SSC MX/Thousand Oaks Winter Warm-Up Series, MX Olympics, Hungry Valley SVRA, Gorman. Info: 661/294-0020 or www.sscmx.com.

Sat, Dec 4

CALIFORNIA MOTOCROSS - REM Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.



GFI RACING Southern Region
(909) 341-8002
A Rider for the Riders

Sat., Nov 13	GFI Elsinore Grand Prix	Lake Elsinore
Sun., Nov 14	GFI Elsinore Grand Prix	Lake Elsinore

GFI RACING Northern Region
For More Info Call (209) 656-9682 or look us up at www.ampracing.com
Factory Contingency

Sun Nov. 7	GFI Gold Cup Series Rd 2	Hollister Hills GP Track	Hollister, CA
Sun Nov. 14	GFI Gold Cup Series Rd 3	Carnegie Cycle Park	Livermore, CA
Sun Nov. 21	GFI Gold Cup Series Rd 4	Oatfield Raceway	Turlock, CA
Sun Nov. 28	GFI Gold Cup Series Rd 5	Hollister Hills GP Track	Hollister, CA

ZLT Racing Presents
Perris PeeWeez
Fall MX 2000 Series
Oct. 31, Nov. 7, 21 & Dec. 5,12
RACE to WIN!!
A Kawasaki KX60
from John Burr Cycles
contact ZLT Racing
Perris Raceway
1205 Burton Rd.
Perris CA 92570
(909) 657-7441
www.zltracing.com

What's happening? Cycle News Calendar.

CYCLE SERVICE RACING
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Fabrication, Custom Machine Work
Cylinder Boring, Alum Welding, Suspension Tuning
Specializing in Desert & Enduro Preparations
Kawasaki
MAICO Husqvarna KTM MOTORCYCLES
Sales & Service
www.csracing.com
UPS Daily

CRC 1999 California Race Schedule
100% PRO PAYBACK
Sunday Nov. 7 Sponsorship Series Edward's AFB
Sunday Nov. 14 Sponsorship Series Glen Helen
Wild Turkey GP
Sunday Nov. 21 Sponsorship Series LACR
Friday Nov. 26 Stunts Unlimited "A Day in the Dirt" LACR
Sat. Practice Oct. 2 to Dec. 11 • 9am to 2pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

ZLT Racing Perris California
Practice and Race Schedule for Perris Raceway
Tues. Nov. 2 10-4:00 Open 4-9 Mini's only
Wed. Nov. 3 2:00-9:00 Big Bikes Only
Fri. Nov. 5 4:00-9:00
Sat. Nov. 6 8:00-1:00
Sun. Nov. 7 Rd. #2 Holiday MX Series Gates open 6:30
Practice @ 8:00am
New Pee Wee Track available.
All minors must be accompanied by a parent or notarized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

Riverside Old Timers
Over 40 MX Club
Serving All of Southern California
Sat., Nov. 13 Glen Helen San Bernardino, CA
Gates Open at 7:30am
Sun., Nov. 21 Perris Perris, CA
Gates Open at 6:30am Main Track
Info: (714) 996-8327 • (909) 674-0603

cma 559/673-8080
WEDNESDAY NIGHT PRACTICE continues
@ LITTLE OKIE, MADERA 5PM - 9PM
O'NEAL CHAMPIONSHIP SERIES

	Central	Northern	Coastal
Nov. 7	Okie	Argyll Park	King City
Nov.14	Tulare	(13th) Marysville	TBA
Nov.21	Tulare	Prairie City	Hollister
Nov.28	Hanford	Club Moto	

Saturday Practice before each event

GNC Top Texan Series
Points Awarded for GNC Points Program
November 21
Mosier Valley USA
Dallas/Ft. Worth, TX
Call: 214-351-9900
www.gncmx.com
GNC MOTOCROSS

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1999 Racing Schedule

GLEN HELEN RACEWAY PARK
San Bernardino, CA
www.GlenHelen.com
CALL 24 HOURS FOR RACE & PRACTICE INFO
(909) 880-3090

Thurs	Nov 4	MX Practice	8am till dusk
Sat	Nov 6	14th Annual White Brothers World Vet C'ships	Gates Open 6am
Sun	Nov 7	14th Annual White Brothers World Vet C'ships	Gates Open 6am
Thurs	Nov11	MX Practice	8am till dusk

4th Annual Chaparral US AMA Pro/Am Championships Dec 17-19

Newly Designed MX Track
Sunrise MotoSports Park
• Bikes $10 - Race Cars $20
• MX Pee-Wee tracks groomed daily
• MX Track, Pe-Wee Track & ¼ mile Oval
• Practice all tracks Sat & Sun 8-4
Monday 11-dusk
• Spectators always free
www.proride.com
e-mail: evergreen-plus@msn.com
24 hour track info: 760.246.5140
1101 race rd., adelanto, ca

Need to order a CYCLE NEWS subscription?
See the Product & Subscription Order Form in the back of this paper.

OVER the HILL GANG
Sun., Nov.7 Starwest Moreno Valley, CA
Gang Only Race Gates Open at 6:30 AM
Sun., Nov.14 Sunrise Adelanto, CA
Gang Only Race Gates Open at 6:30 AM
The Ultimate 30+ Vet MX Club
Info: (562) 941-1515 (909) 277-1335

CMC Racing 949/367-1141
Golden State Nationals

Dec 18	GSN #1 No	Hollister Hills, Hollister
Jan 9	GSN#2 No	Riverfront Park, Marysville
Jan 16	GSN#1 So	Glen Helen, San Berdo

*Contingency at selected events
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

KTM MOTORCYCLES
Oakland Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(248) 673-3366 (248) 673-8144 FAX
UPS Daily

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 5, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Glen Helen REM, San Bernardino. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - RS Racing, MX Fall Series, Madera Fairgrounds, Madera. Info: 559/661-0706.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

* WASHINGTON INDOOR SHORT TRACK - Kell Enterprises, Oakwood Arena, Roy. Info: 360/446-7992 or cak53@msn.com.

Sun, Dec 5

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Marysville. Info: 408/930-5293 or www.othg.com.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB, Edwards. Info: 661/272-8889.

CALIFORNIA MOTOCROSS - AMP/GFI Gold Cup Octoberfest Series, Marysville E Street Track, Marysville. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Coastal Series, 101 Bowl MX Park, King City. Info: 831/385-0569 or mxrott@inreach.com.

* CALIFORNIA MOTOCROSS - Dave Coupe Presents GFI, Marysville, E St. Sand Track, Marysville. Info: 530/673-5956 or dcoupe@jps.net.

* FLORIDA MOTOCROSS - AMA Florida State Championship Series, Motocross World, Bithlo. Info: 352/732-6697.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Fordsville. Info: 615/859-0873 or www.msws.org.

MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa MX G.P. Series, Final Round, Rosarito, BC, Mexico. Info: 011-52-661-2-2525 or www.toomuchfun.com.mx.

* MISSOURI MOTOCROSS - Fall Track Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-1031 or 693-2634.

TENNESSEE MOTOCROSS - Ft. Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Lake Jackson GP, Lake Jackson. Info: 281/265-1412.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jenll@flash.net.

Dec 10-12

CALIFORNIA MOTORCYCLE SHOW - Team Powersports, International Motorcycle Shows, San Mateo County Expo Center, San Mateo. Info: 907/696-8001.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

* MICHIGAN ARENACROSS - International Promotions Inc., Deltaplex, Grand Rapids. Info: 480/899-2222 or danielipi@aol.com.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

Dec 11-12

FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

Sat, Dec 11

* CALIFORNIA SUPER TT - STTARS Super TTriplecrown & Fall Stadium Series, Final Round, South West Region, Rnd 11, Mesa Marin Speedway, Bakersfield. Info: 949/768-4626 or www.supertt.com.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - RS Racing, MX Fall Series, Madera Fairgrounds, Madera. Info: 559/661-0706.

* NORTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, Rnd 3, International Championship Events/ICE, Independence Arena, Charlotte. Info: 843/234-2777 or www.icespeedway.com.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

Sun, Dec 12

CALIFORNIA SUPER TT - STTARS Super TT, Southwest Region, Rnd 12, Buttonwillow Race Circuit, Buttonwillow. Info: 949/768-4626 or www.supertt.com.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Carlsbad Raceway, Toys for Tots-Xmas GP, Carlsbad. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Series, Coastal California, Motowest, Hollister Hills MX Track, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, LACR. Info: 661/272-8889.

* FLORIDA MOTOCROSS - AMA Florida State Championship Series, Gatorback Raceway, Gainesville. Info: 352/732-6697.

* FLORIDA MOTOCROSS - County Line MX Park, Fountian. Info: 850/769-9505 or 722-7616.

* ILLINOIS HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Jonesboro. Info: 615/859-0873 or www.msws.org.

* NEVADA MOTOCROSS - Moto-X-West, Reno OTHG, Fernley International Raceway, Fernley. Info: 775/423-8226 or jaja@phonewave.net.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

Mon, Dec 13

* SOUTH CAROLINA CROSS COUNTRY - Carolina Cross Country Series, Battery Park, Hemingway. Info: 843/558-3031.

Dec 18-19

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

Sat, Dec 18

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 6, Series Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

CALIFORNIA MOTORCYCLE SHOW & SWAP MEET - Long Beach Cycle Show & Swap Meet, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CANADA ARENACROSS - Too Trick Racing, Canadian Arenacross Championships, Abbotsford B.C. Info: 604/852-0484.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* GEORGIA SUPERCROSS - Outback Mitchell Run Supercross Track, Outback Range & Recreation Center, Hazlehurst. Info: 912/375-0765.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

* TEXAS INDOOR SHORT TRACK - Pro-Am Indoor Short Track, AMA, Checkered Flag Productions, Collin County Youth Park, McKinney. Info: 940/683-4742 or cfpracing.com.

* UTAH MOTOCROSS - St. George Motocross Club, ZMA, USRA, St. George Raceway, St. George. Info: 435/673-1956 or www.procyclesports.com.

Sun, Dec 19

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Nor-Cal Winter MX Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, Merry Christmas GP, LACR. Info: 661/272-8889.

* FLORIDA MOTOCROSS - AMA Florida State Championship Series, Hard Rock Cycle Park, Ocala. Info: 352/732-6697.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

Results

Road Racing Western Canadian Championships CMRA Calgary Motorcycle Roadracing Association 1999 Final Standings Calgary, Alberta, Canada October 8 By Tim Johnson

PRO OPEN S/BK
Murray Clift Yam
Tim Easton Yam
Dale Yamada Suz
Tim Johnson Yam
Ryan Schwartz Suz
AM OPEN S/BK
Chad Pasowisty Suz
Brad Gavey Hon
Alan Andreason Suz
Vinny Wong Kaw
Chris Young Kaw
PRO F-2
Bryan Marshall Yam
Cameron Young Yam
Tim Easton Yam
Steve Robertson Yam
Keith Croucher Apr
AM F-2
Rick Earl Hon
Andrew Barton Yam
Glen McTavish Yam
Jeff Walton Yam
Fernando Peris Hon
PRO H/W SPT/BK
Dan Gregory Suz
Murray Clift Yam
David Church Hon
Tim Johnson Yam
Ryan Schwartz Suz
AM H/W SPT/BK
Chad Pasowisty Suz
Alan Andreason Suz
Brad Gavey Hon
Gary Busch Hon
Rob Trottier Kaw
PRO M/W SPT/BK
Murray Clift Yam
David Church Hon
Aaron Brassard Yam
Steve Robertson Yam
Robert Guy Suz
AM M/W SPT/BK
Chad Pasowisty Suz
Gary Busch Hon
Kevin McNutt Hon
Rob Trottier Kaw
Ryan Humphries Kaw
PRO L/W SPT/BK
Cameron Young Yam
Bryan Marshall Suz
Steve Robertson Yam
AM L/W SPT/BK
Rick Earl Hon
Andrew Barton Yam
Glen McTavish Yam
Jeff Walton Yam
Willie Geczi Yam
VET
Dan Pecora Kaw
Don Hessler Hon
Stu McColl Yam
Grant Sauerberg Hon
Steve Wellman Yam
SPTSMN
Rick Earl Hon
Bill Peris Yam
Mark Hall Suz
Andrew Barton Yam
Carey Fougere Yam

Motocross AMA Amateur Motocross Baja Acres Millington, MI October 16 By Fritz Seelman

51 JR
Brandon J. Mercer
Jarett J. Pesci
Dillion T. Knezevich KTM
Lucas Lowe KTM
Cody Callahan KTM
51 SR
James Roberts Yam
Talon T. Hodgeson
Jared Lee Cline
Kyle Stephens
Cody McClellan
51 SHAFT
James Roberts Yam
Noel Ash Yam
Sara Roberts Yam
Matthew Marcial Yam
Trevor Brown Yam
60
John R. Jackson III Kaw
Daniel J. Aulseybrook Kaw
Kurtis M. Lee Kaw
Trevor D. Donie Kaw
Brett Bourdage Kaw
80 JR
Eric S. Miller Suz
John R. Jackson III Kaw
Alan J. Butzin Hon
Brian D. Goodricke Yam
Thomas Lee Templeton Jr. Suz
80 SR
Marcus J. Shaver Hon
Ronald A. Bowers Jr. Yam
Scotty Thomason Suz
Brent A. Miller Hon
Brandon H. Butzin Hon
80 C
Kristofer Savino Kaw
Ryan Watson Yam
Chad Leonard Hon
Steven Mercier Kaw
Adam Pohl Hon
125 JR
Thomas E. Osmialowski Suz
Derek N. Rose Hon
Trevor A. Gundlach Yam
Jerod L. Whipple Hon
David Reed Hon
125 A
Ian D. Hammond Suz
Chris Lueth Hon
125 B
Thomas E. Osmialowski Suz
Derek N. Rose Hon
Rich Powell Yam
Lance E. Shelton Yam
David Fritts Hon
125 C
Clayton C. King Hon
Derek A. Wilson Suz
Matthew A. Moore Yam
Chris J. Allen Yam
Ronnie Salisbury KTM
250 A
Sean P. Conley Hon
Jeff W. Aud Hon
Craig S. Biland Suz
250 B
Dan B. Vanthomme Hon
Jason H. Dundas Hon
Lee Fleischmann Hon
Nicholas Karloff Yam
Benjamin Trombley Kaw
250 C
Jeff Lee Miller Kaw
Chad E. Cooke Hon
Matthew J. Bratcher Yam
Dan R. Zeller KTM
Casey L. Hendrick Yam
16-24
Rich Powell Yam
Chris Lueth Hon
Simon G. McInnes Suz
Mike Salisbury
Jeff W. Aud Hon
25+
Charles E. McConnell Hon
Lance E. Shelton Yam
Benjamin Trombley Kaw
Dan B. Vanthomme Hon
George A. Kelley KTM
30+
Charles E. McConnell Hon
Gary L. Seibert Suz
Tom G. Deguise Hon
Rick Emerson Hon
Dan B. Vanthomme Hon
35+
Gary L. Seibert Suz
Rick Emerson Hon
Ron R. Pentecost Yam
Don M. Claerhout
Thomas Lee Barth Hon
40+
Darrel L. Hiltz Hon
Brian D. Evans Kaw
Ron Hayes Suz
Timothy C. Jackson Hon
Scott Cope Kaw
50+
Frank J. Helms Hon
Guy Winonradsky Hon
Fred Klipple Kaw
Skip Krassa Hon
Stephen McNabb Yam
NON-CUR
Thomas Lee Barth Hon
Allan Vroman

Motocross AMA Amateur Motocross Baja Acres Millington, MI October 17 By Darryl Hiltz

51 JR
Brandon J. Mercer
Jarett J. Pesci
Jacob Holtslander
Ulysses Johnson KTM
Kyle Bratt KTM
51 SR
Michael Ross
Brian D. Papst
James Roberts
Talon T. Hodgeson
Jared Lee Cline
51 SHAFT
James Roberts Yam
Sara Roberts Yam
Noel Ash Yam
Cody McClellan Yam
Trever Brown Yam
60
John R. Jackson III Kaw
Kurtis M. Lee Kaw
Daniel J. Aulseybrook Kaw
Trevor D. Donie Kaw
Brian D. Papst Kaw
80 JR
Brian D. Goodricke Yam
Eric S. Miller Suz
John R. Jackson III Kaw
Nicholas Hiltz Kaw
Daniel J. Aulseybrook Kaw
80 SR
Marcus J. Shaver Hon
Ronald A. Bowers Jr. Yam
Scotty Thomason Suz
Brent A. Miller Hon
Mike S. Willey Yam
80 C
John Robiadek Yam
Kyle T. Measel Yam
Ryan Watson Yam
Christopher Fillmore Yam
Kristofer Savino Kaw
125 JR
Thomas E. Osmialowski Suz
Derek N. Rose Hon
Brian L. Schuiteman Kaw
Jerod L. Whipple Hon
Justin W. Sessink Hon
125 A
Chris Lueth Hon
Joseph F. Kersanty Suz
Marty W. O'Hara Yam
Shawn McDonald Yam
125 B
Derek N. Rose Hon
Thomas E. Osmialowski Suz
Brian L. Schuiteman Kaw
Justin W. Sessink Hon
Mike Salisbury
125 C
David J. Swartzendruber Yam
Clayton C. King Hon
Dennis L. Day Kaw
Matthew A. Moore Yam
Joshua D. Heinlein Yam
250 A
Joseph F. Kersanty Suz
Craig S. Biland Suz
Mark Glenn Yam
Jeff L. Plawecki Hon
Sean P. Conley Hon
250 B
Trevor A. Gundlach Yam
Joshua J. Young Yam
Lee Fleischmann Hon
Brad E. Smith Hon
Daniel Rounding Hon
250 C
Daryl S. Brunette Yam
Daniel Bass Suz
Casey L. Hendrick Yam
Dan R. Zeller KTM
Ryan G. Gillons Suz
16-24
Mark Glenn Yam
Chris Lueth Hon
Shawn McDonald Yam
Kyril S. Brown Yam
25+
Craig S. Biland Suz
Wilfrid L. Hufton III Hon
Joe J. Sumbera Kaw
Dan B. Vanthomme Hon
30+
Mike Himanek Hon
Scott Hayes KTM
Jason A. Evans Yam
Matthew H. Sheldon Yam
Bob D. Bergman II Hon
35+
Gary L. Seibert Suz
James J. Dlabal Hon
David R. Bowman Suz
Michael A. Price Yam
Mike A. Teagan Hon
40+
Scott D. Currie Hon
Brian D. Evans Kaw
David R. Bowman Suz
Mike A. Teagan Hon
Embert J. Berkers Yam
50+
Larry Brock Hon
Stephen McNabb Yam
Skip Krassa Hon
Robert C. McWilliams KTM
NON-CUR
Sean P. Conley Hon
Wilbert Verpooten Yam
David Fink Hon
Gene Morrison Hon
Barry Riopelle Kaw
WMN
Jessica Foster Hon
Shellie L. Charbonneau Yam

Motocross Village Creek MX Park Fort Worth, TX October 9 By Renee MacNeill

51 STK SHAFT
Kyle McAdams Yam
Chris Wolfe Yam
Jason Riede Yam
Jason Hudson Yam
Logan Lewis Yam
51 (4-6)
Justin Parker Cob
David Bryant Jr. Cob
Christopher Bueschor KTM
Kenny Jones KTM
Colby Sumpter Cob
51 (7-8)
Blake Wharton Cob
Cameron Vrzak KTM
Garrett Sarasin Hus
Colten Erwin KTM
65 (7-9)
Hunter Hewitt Kaw
Blake Wharton Kaw
Tyler Wharton KTM
Beau Barton Kaw
Chris Decker KTM
65 (10-11)
Nico Dollar Kaw
Tyler Ruckdeschell
65 OPEN (7-11)
Nico Dollar Kaw
Hunter Hewitt Kaw
Beau Barton Kaw
Blake Wharton Kaw
Tyler Wharton KTM
85 JR (7-11)
Adam Reson Kaw
85 SR (12-16)
Cody Dickey Kaw
Matt Lowrimore Kaw
Ryan Montgomery Hon
C.T. Dickey Kaw
85 BEG (7-16)
Russell Altman Yam
Broc Parker Yam
Aaron Garner Yam
Chans Smith Hon
Morgan McCreary Yam
85 OPEN (7-16)
James Pino Hon
Cody Dickey Kaw
Matt Lowrimore Kaw
Aaron Garner Yam
Ryan Montgomery Hon
125 BEG
Brent Sandefur Suz
Kody Dill Kaw
Austin Mallory Yam
Blake Bishop Kaw
Russell Stewart Suz
125 NOV
Thomas Schuler Yam
Robert Neras Yam
Steven Stout Hon
Lyndon Bedford Kaw
Broderick Williams Yam
125 OPEN
Cody Rheinlander Hon
Thomas Schuler Yam
Jeff Stewart Kaw
Caleb Chalmers Hon
Steven Stout Hon
250 BEG
Mike Vargas Hon
Chris Noles Hon
Jason Charlton Hon
Chris Lowe Hon
Michael Lane Hon
250 NOV
Cody Rheinlander Hon
Josh Chandler Yam
Randy Hayes Kaw
David Lowe Kaw
Rich Taylor Kaw
250 OPEN
Kyle Hudson Yam
Josh Chandler Yam
25+
Darren Fretz Kaw
Randy Skinner Hon
Denny Garley Yam
Ben Odom Yam
Trent Swank Yam
30+ NOV
Kevin Ruckdeschell Kaw
Mike Smith Yam
Jack Brown Suz
Jason Hudson Hon
Randy Terry Hon
30+ INT
Bruce Staples Hon
Jeff Haney Yam
38+
Jeff Haney Yam
Bart Walstrom Hon
Russell Smith Hon
Fred Schuler Yam
COMB INT
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Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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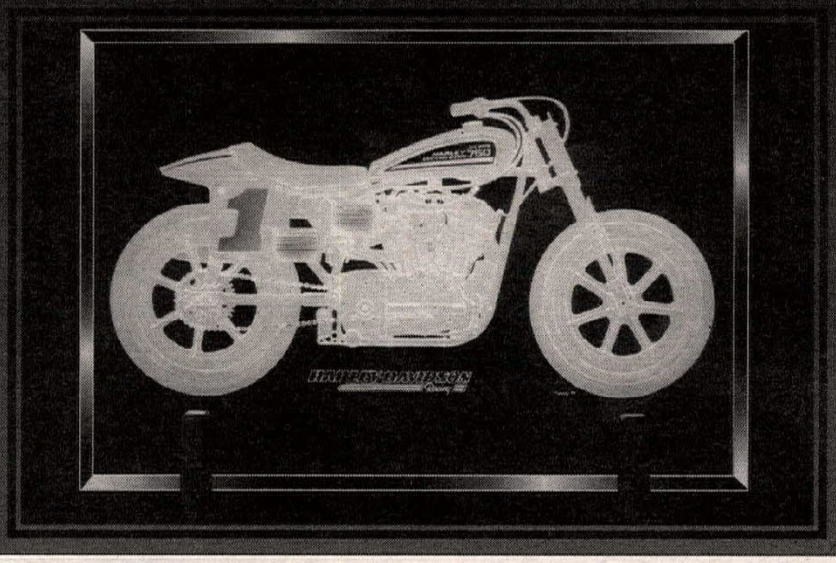

This beautiful Starfire Crystal Carving of a 750 Dirt Tracker H-D was generously donated to the Clayton Memorial Foundation by glass artist, Jim Searcy. Actual size 30" x 40". Can be free-standing or framed. This piece is valued at $5,000.

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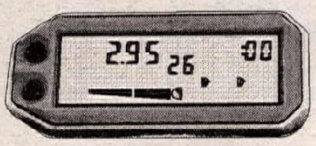

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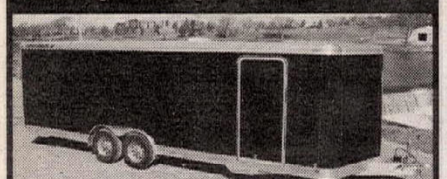

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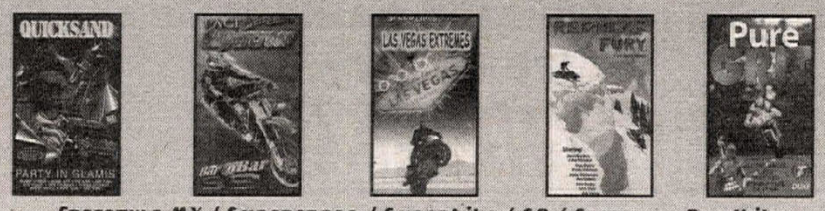

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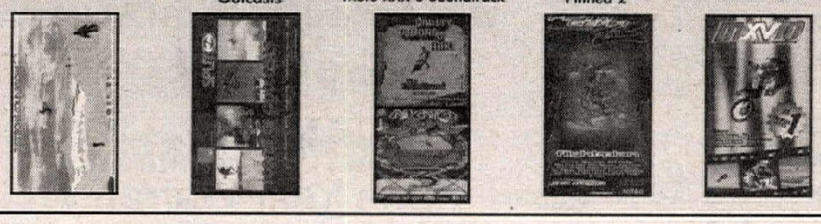

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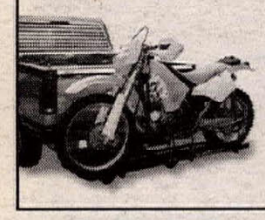

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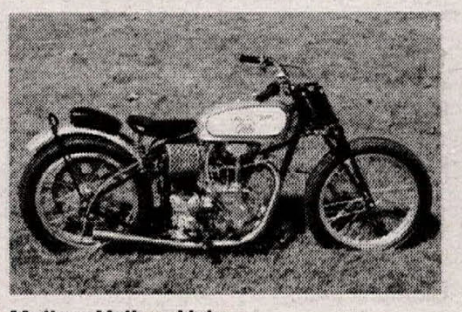

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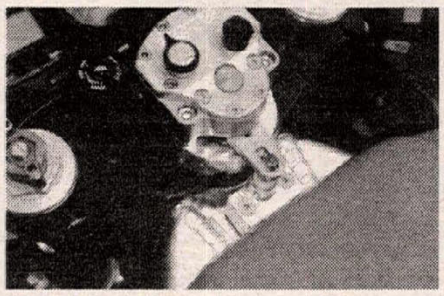

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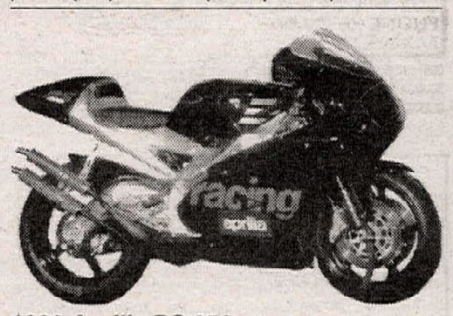

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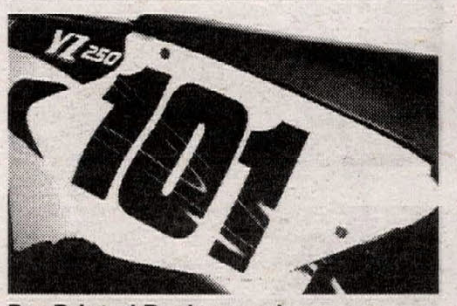

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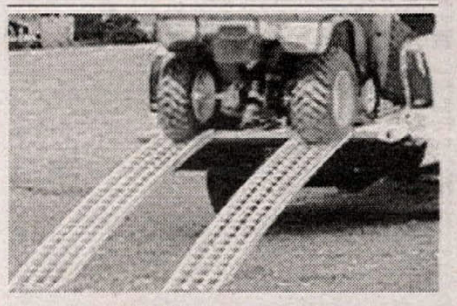

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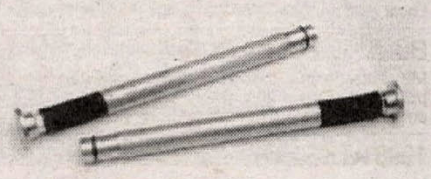

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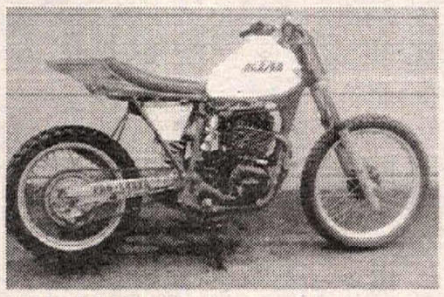

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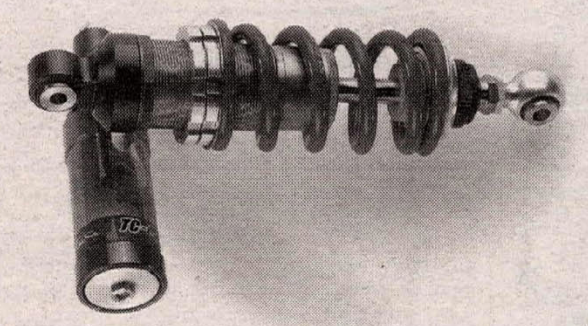

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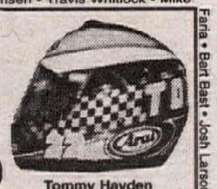

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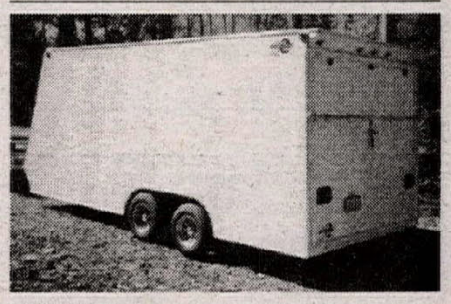

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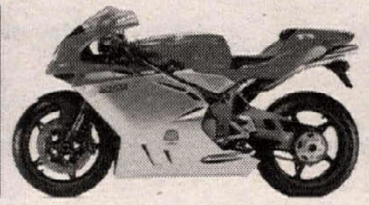

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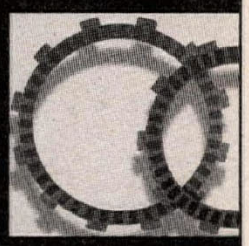

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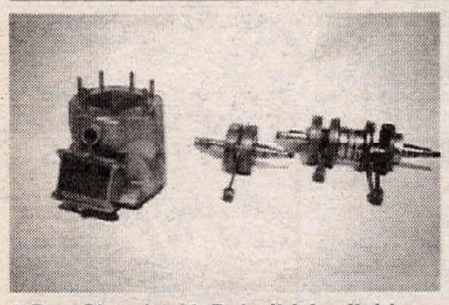

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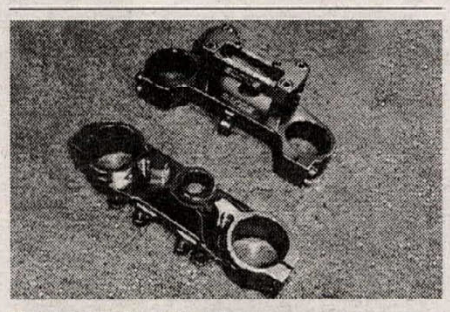

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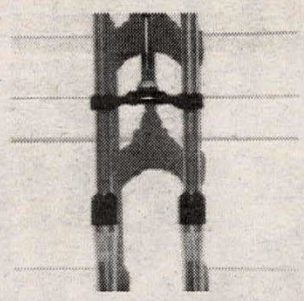

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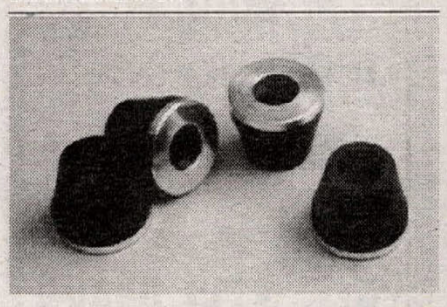

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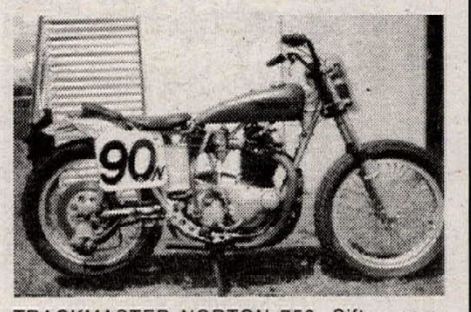

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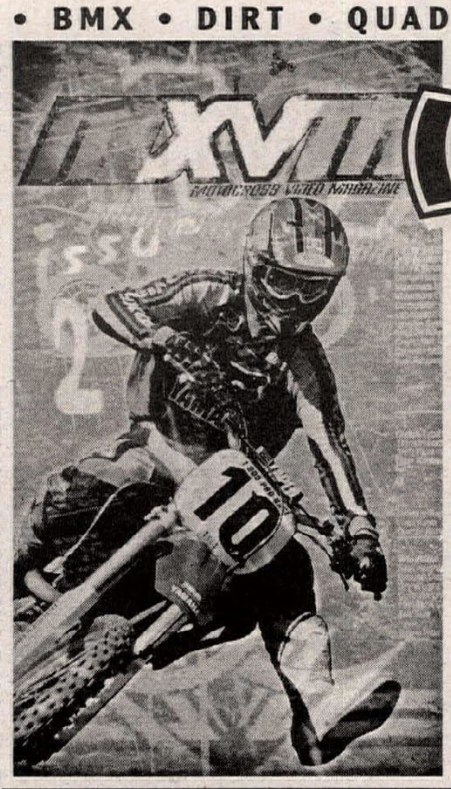

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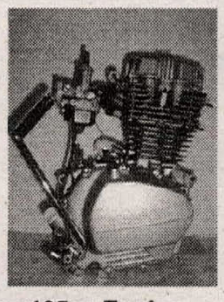

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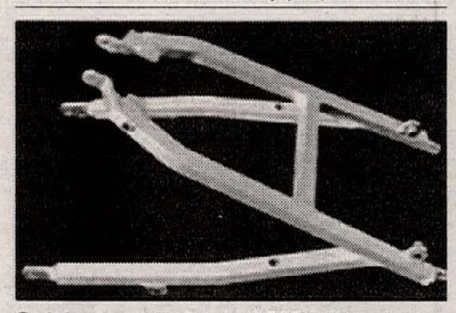

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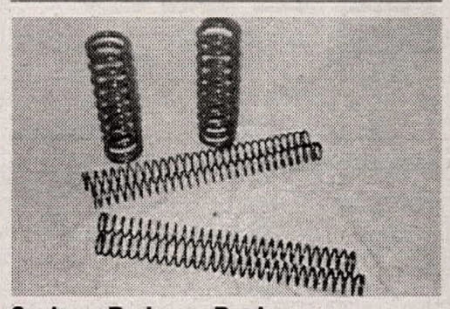

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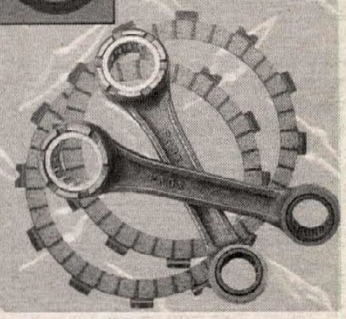

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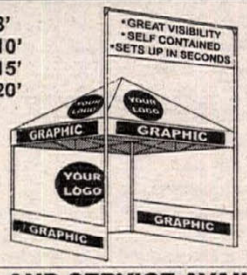

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BY PAUL CARRUTHERS

When one + one = one

In the next few weeks, a decision will be made on exactly how to format the combination AMA Superbike and World Superbike event at Laguna Seca. More than likely, the wrong decision will be made and the two races will be held as independent events over the course of the same weekend. If that's the case, we'll have missed the boat entirely.

A bad decision will likely be made because the teams will want it that way, the AMA will want it that way and, perhaps, even the riders who are asked will want it that way. As is usually the case, the decision will be made by those who either get paid to race (i.e., the riders) or who race because it increases their exposure (i.e., the manufacturers, team owners). Those who actually pay to attend the race (i.e., the fans) won't have the opportunity to say a damn thing about it. You'll get what they give you - and like it.

What we have here are two options. Given the fact that there will only be one motorcycle weekend at Laguna Seca in 2000, promoter Dan Murphy has opted to bring both the World Superbikes and the AMA Superbikes to the Monterey Peninsula on one weekend. Starting with a clean piece of paper (and the approval of both the FIM and SBK International, the series promoter), Murphy came up with two options on how the event could be run.

The first is that the AMA Superbike race will take place as a separate entity from the World Superbike race. This gives us an AMA Superbike race on Saturday featuring the likes of DuHamel, Mladin, Chandler, Hayden, Picotte, etc., in one race. There's no doubt it would be a good race, as are the rest of the Nationals that take place across the country.

The World Superbike race will then be run in two legs on Sunday, featuring the likes of Slight, Edwards, Fogarty, Chili, Haga, etc., in those two races. And perhaps the odd American (not "odd," like Larry Pegram, but "odd" as in "rare").

Choice number two is to run both races as a combined race. You pay the World Superbike guys their points based on where they finish in relation to the other World Superbike guys, and you do the same for the AMA guys. If Miguel DuHamel finishes fourth in the race but is the first AMA regular, then he gets first-place AMA points. If Carl Fogarty finishes second and he's the best World Superbike regular, he gets his 25 points toward the World Superbike title. Plus, it instantly adds another round to the always-too-short AMA Superbike Championship.

Suddenly, you have DuHamel vs. Fogarty, Chili vs. Chandler, Edwards vs. Mladin, Hayden vs. Slight, Picotte vs. Haga - all in the same race. How can you not want to watch that?

After all, if the World Superbike race at Laguna Seca has lacked in anything over the past few years, it's in the number of AMA regulars who participate. Last year was a prime example. There was no Mladin, no Chandler, no Yates. In fact, it's easier to mention those from the AMA who did compete: Ben Bostrom, Anthony Gobert, Eric Bostrom, Jamie Hacking and Mike Smith. That's it. A World Superbike race held in America and only five of our guys race in it.

One of the arguments against Grand Prix racing when it was held here was the fact that the locals didn't get to compete because they didn't have Grand Prix bikes at their disposal. But now - with AMA Superbikes and World Superbikes being made virtually the same, with a throttle-body change here, a jetting change there - we still don't have a lot of locals taking part in the World Superbike race.

Why? Because there's not a lot to gain, and everything to lose. If you're an AMA team, your rider can get injured and it could end up costing you the AMA title (or your rider could end up making such a favorable impression that he'll get signed up by a World Superbike team for the following year and you'll lose him - or you'll have to pay him more to keep him here). It also costs the teams extra money to run an additional race, though the majority of them have to bring everything to Laguna anyway (trucks, bikes, mechanics and other team personnel) in order to run the 600cc Supersport class that runs as a support class for World Supers and is part of the regular AMA Series.

Fogarty vs. DuHamel vs. Edwards vs. Chandler vs. Chili vs. Mladin vs. Ben Bostrom vs. Hacking vs. Haga vs. Eric Bostrom vs. Yates vs. Slight. It would be sick.

So now we are presented with the perfect opportunity to make certain that the very best superbike racers in the world are all on the race track at the same time. And they all have something to gain. That's an opportunity that we can't pass up. Suddenly, July in Laguna Seca would be like March at Daytona in the '70s and early '80s, when the 200 was in its heyday. Fogarty vs. DuHamel vs. Edwards vs. Chandler vs. Chili vs. Mladin vs. Ben Bostrom vs. Hacking vs. Haga vs. Eric Bostrom vs. Yates vs. Slight. It would be sick.

And you could forget hearing the annual whine about backmarkers - there wouldn't be any. The strength of the field would be unmatched by any other racing series in the world. Ditto for the spectator turnout.

From a fan's standpoint, I can't see a drawback to running the race in this manner. But it still likely won't happen this way.

Certainly, there will be argument against doing it this way and some of it - who knows what it could be - will be strong enough to prevent the World's Greatest Superbike Race from every materializing. Instead, we'll opt for the norm. Hey, it's easier that way. Less work, less thought required. If it ain't broke, don't fix it.

One argument for not combining the two races will be that the Harley-Davidson VR1000 isn't homologated for FIM World Superbike racing. But given the fact that SBK International has given Murphy the okay to pursue running the combination race, certainly there's a way of twisting the FIM's arm to get a one-weekend exemption for the VR1000. After all, Fogarty hasn't had the pleasure of feeling the ground move and hearing the roar of the V-twin Harley as it runs up the inside of him in turn 11. And the worldwide television audience that follows the series has never seen the Harley race - unless they've come stateside to see an AMA National.

So what do you people think? You're the ones who are going to be throwing down your hard-earned cash for a ticket, taking the time off work, etc., to head to Monterey, California, in July. Do you want to see the World's Greatest Superbike race, or not? Drop me a line and let me know. Perhaps it'll help the powers-who-be make the right decision. Probably not, but maybe. Hopefully, we're not too late. CN

Looking Back

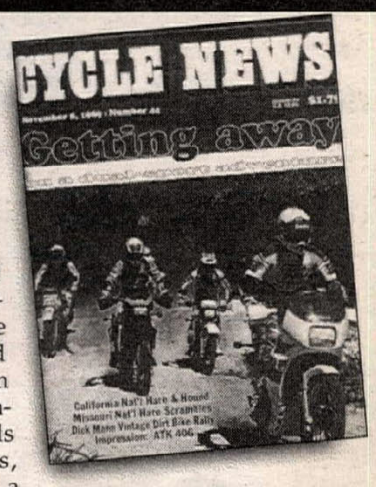
30 YEARS AGO... NOVEMBER 18, 1969

Racing onto the cover of our Issue #44, the **Hopetown Grand Prix** was billed as the biggest race in the United States, with hundreds of entries reportedly being turned away, and classes that started at least 72 riders. At the end of the day, **Preston Petty** (Mai) beat **Dave Aldana** (Oss) and **Gunnar Nilsson** (Hus) for the win in the 250cc Expert ranks. Then there was this kid who won the 500cc Amateur class. **Brad Lackey** (A-E) was his name... Elsewhere, Lackey's hero **Bengt Aberg** (Hus) easily won the 500cc International-class Salem, Oregon, Inter-Am MX. **Bob Leach** (Hus) was the top finishing American, placing eighth... Speaking of the Inter-Am, **American Eagle** motorcycles was planning an assault on the Pepperell, Massachusetts, round of the series. Its three-rider team would consist of seasoned British MX veterans **Dave Smith** and **Tom Ledbetter**, and American **Mike Runyard**... A 4-month-old 1969 **Rickman Metisse Triumph 650** was for sale in the Want Ads section for a princely $1400.

20 YEARS AGO... NOVEMBER 14, 1979

Bernie Schreiber was our cover boy and was also plastered all over the inside of *Cycle News*. We profiled Schreiber, who, at 20 years of age, became the youngest American to win a World Championship, his title coming in the sport of observed trials... **Bernie Schreiber** (Bul) also climbed back aboard his bike for the first time since winning the championship in Czechoslovokia to win the fourth annual VOTE Trick or Treat Trial in Littlerock, California. Schreiber dropped 96 points en route to the win over **Marland Whaley** (Mon) and **Dan Suffin**... We took a look at some more **Trans-USA motocrossers**. This time, Kent Howerton's Suzuki RN400-79, Chuck Sun's Husqvarna 390CR and Mike Bell's Yamaha OW-41 were profiled... Developing **political clout** for motorcyclists in California was the aim of two organizations profiled in this issue. We talked with key figures in the California Motorcyclists Political Action Committee (CaMPAC) and the California Outdoor Recreation Politcal Action Committee (CORPAC). Both groups' main goal was to get only those persons who understand the needs of motorcyclists elected into public office.

10 YEARS AGO... NOVEMBER 9, 1989



Getting Away was the cover line of our dual-sport issue. Inside was a feature in which the *Cycle News* staff embarked on a two-day adventure, exploring the paved and unpaved roads of Mount San Jacinto, which stretches between Redlands and Palm Springs, California, aboard a gaggle of rather tankish stock dual-sport bikes... **Guy Cooper** (Hon) scored overall wins in the 125cc and 250cc Pro classes during the Kawasaki Race of Champions MX held at Englishtown Raceway Park in Englishtown, New Jersey... **Ed Lojak** (Yam) scored his third National Hare Scrambles win in a row by capturing the victory at the Lead Belt National in Flat River, Missouri... Out in the dez, **Dan Smith** (KTM) won his fourth straight AMA National Hare & Hound Championship title by winning the 100's MC National H&H in Lucerne Valley, California. A Suzuki-mounted charger by the name of **Danny Hamel** managed to force his way through the dust and other riders to capture second overall on an RMX250. CN

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